CYCLE NEWS®

January 20, 1988: Number 2

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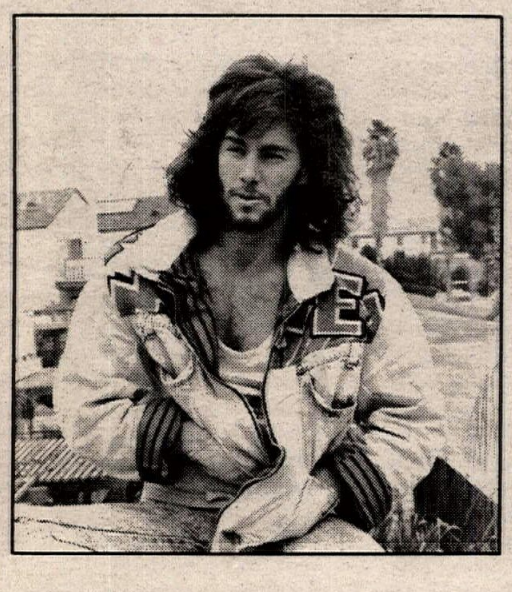
CMC Golden State MX Series

Johnson, Breker & Ryan win at Sandhill Ranch

Rick Johnson

Florida Winter AMA MX Series

Bowen, Andrews & McCabe score at Gatorback Raceway



Interview: 125cc MX Nat'l Champ Micky Dymond

"Maybe I'm weird . . ."

TIME DATED MATERIAL MAILED JANUARY 12, 1988

America's weekly motorcycle newspaper

In the WIND
BY PAPA WEALEY

Three-time 500cc MX World Champion Andre Malherbe suffered serious spinal injuries in a crash during the sixth leg of the 22-day Paris-Alger-Dakar Rally, January 6. According to fellow Belgian and five-time 500cc World Champion Roger DeCoster, Malherbe, who was riding a Yamaha, was in a high-speed sand dune section in the Sahara Desert in Algeria, heading towards the town of Tamanrasset, when he came over a rise and hit a ditch, sending him into an end-over-end crash. "His motorcycle hit him in the back and broke one of the cervical vertebrae in his neck; he never lost consciousness," said DeCoster. "He's in a Paris (France) hospital and is paralyzed from the neck down. He has no movement in his hands or arms, but he can talk. He has been operated on, and his chances of a full recovery aren't good — one in a million."

Three-time World Champion Kenny Roberts and three-time AMA Grand National Champion Bubba Shobert recently flunked the Ricky Johnson Supercross School. As it turns out, Johnson visited Roberts at his ranch in northern California recently and discovered a rather difficult double jump. After seeing the four-time National Champion motocrosser clear the second level of the jump, Roberts and Shobert decided to give it a shot. Despite Johnson's words of warning ("I was scared they were going to hurt themselves"), both went ahead with their attempts. Shobert narrowly cleared the jump as did Roberts, with the latter smashing his nose against the handlebars upon landing. Later in the week, Shobert tried the jump again, "came up a little short" and crashed, spraining his wrist. Roberts, meanwhile, now claims that he flies farther off the jump than Johnson, adding that the motocrosser had better come back up to meet the challenge. Shobert says he will be fit in a few weeks.

Dirt tracker Ted Taylor reportedly will miss the first few weeks of the 1988 AMA Grand National Championship Dirt Track Series/Camel Pro Series schedule due to an off-season riding accident which left him with five broken bones in his left foot. Taylor was cowtrailing near his Arbuckle, California, home when he crashed and ran a fence post through his foot. The sophomore Expert is recuperating at home. Cards and letters may be sent to Taylor at Rt. 1, Box 46, Arbuckle, CA 95912.

Dave Bertram, the Top American at the 1987 ISDE in Poland, 1987 National Enduro Champion Kevin Hines, and ISDE rider Fred Hoess are scheduled to head Down Under for the FIM-sanctioned Australian International Four-Day Enduro, March 21-24, in Queensland, Australia.

The January 9-10 Florida Winter AMA MX Series round at Dade City saw Todd Dehoop (Suz) score the overall win in the 125cc Pro class with a 3-2 moto score. Keith Bowen (Kaw), who logged 5-1 finishes, was second overall. Bob Hannah (Suz) won both motos in the 250cc Pro class to take the overall win over runner-up Mike LaRocco (Yam) who finished 3-2. Keith Johnson (Kaw) took the overall win in the 500cc Pro class with a 3-1 day. Jon McCabe (Hon) was second overall with a 5-2 tally. McCabe won the 250cc A class which was run on Saturday.

Several professional motocross superstars from days gone by will be on hand for Mickey Thompson's January 30 Super Crown of Stadium Motocross in Anaheim (California) Stadium. The list includes Roger Decoster, Marty Tripes, Tom White, John Savitski, Warren Reid, Rich Eirstedt, Tommy Croft, Marty Smith, Mike Bell, Preston Petty, Dan White, "Feets" Minert, and Bob Maynard. Jim Pomeroy (the first American rider to ever win a Grand Prix moto), will be on hand despite being on the mend from a recent automobile accident. "Rocket" Rex Staten, another rider recuperating from injuries (suffered in the Glen Helen round of the Golden State MX Series in California), also will be on hand. The veteran riders will be in the "Fun Zone" (enter at Gate 10) beginning at 2:00 p.m.

Ten to 15 classic, show quality, vintage motorcycles will be on display at the January 30 stadium motocross in Anaheim Stadium, according to Mickey Thompson Entertainment Group. Machines for the exhibition will be provided by the California Vintage Racing Group and the Southern California CZ Club. The display will be open to the public at 2:00 p.m. in the "Fun Zone" and manufacturers' display area (gate 10).

There has been some shuffling of the organizational chart at U.S. Suzuki. Company President Masao Tani announced January 4 that Mark Blackwell, formerly national advertising manager, has been appointed director of the marketing division. Blackwell will oversee the sales, marketing, communications (advertising and public relations), accessory and retail promotions departments. District Sales Manager Bob Starr has been named advertising manager, and former motojournalist Joe Colombero is the new press relations manager. Colombero will replace Rob Sanders, who is scheduled to leave Suzuki at the end of January.

Dunlop Tires, EBC Brakes, Kal-Gard lubricants and Kushitani leathers have added more than $127,000 to U.S. Suzuki's 1988 road race contingency program for the Suzuki National Cup Series, pushing contingency awards for the series to more than $500,000. Riders mounted on Suzuki motorcycles who use products made by these "associate sponsors" will be eligible for cash prizes in all Suzuki-posted events in the 600, 750 and 1100cc classes. For riders to be eligible for contingency money from associate sponsors, at least three logos for each sponsor much be clearly displayed, one on each side of the motorcycle and one on the windshield (competitive product logos cannot be visible). Only Suzuki-mounted riders are eligible for the contingency money and only from associate sponsors whose logos are displayed properly. A complete series schedule will be announced as soon as it is finalized.

Check out this week's Over The Edge on the facing page. Right, we ran the same photo last week. But we trust you'll also notice that this week we ran the proper caption and photographer credit.

Garth Brow (Hon) was the winner of the January 8 round of the Invitational Indoor Pro Ice Race Series at Danville, Illinois. Ed Morris (Hon) finished second with Chuck Springsteen (Hon) taking third. The January 9 round of the series saw Bryan Hardin (Hon) lead Springsteen and Brow across the finish line at Peoria, Illinois.

The AMA has a complete, but tentative, schedule for the 1988 125/250/500cc National Championship MX Series: (125/250cc) Gainesville, FL, 2/28; Anderson, S.C., 3/13; Sacramento, CA, 3/27; Axton, VA, 5/1; Southwick, MA, 5/22; Mt. Morris, PA, 5/29; (125/500cc) San Antonio, TX, 6/5; Buchanan, MI, 7/3; Binghampton, N.Y., 7/10; Troy, OH, 7/31; Millville, MN, 8/14; Washougal, WA, 8/28.

The American Motorcycle Racing Association of Professional Riders, Owners & Sponsors (AMRA-Pros) has announced they'll host Dirt Track Speedweek, February 21-28, in Alabama and Florida. The week's activities will feature the first seven rounds of the AMRA-Pros World Championship Pro Series as well as the first five rounds of the Amateur World Championship Dirt Track Series. Dirt Track Speedweek gets underway with half mile racing at East Alabama Motor Speedway in Phenix City, Alabama, on Sunday, February 21, and continues at Lake City (Florida) Speedway on Tuesday, February 23; Putnam County Raceway in Satsuma, Florida, on Wednesday, February 24; Ocala (Florida) Raceway on Thursday, February 25; and concludes with three half mile programs at the Florida State Fairgrounds Speedway in Tampa, Florida, on February 26-27-28. Amateur rounds will take place at Lake City, Satsuma, Ocala and at Tampa on February 26-27. At those races, Amateur class racing will be conducted during the day and the Pro class races at night. Sunday's Tampa meet will be a professional event.

According to AMRA-Pros' Royal Sherbet, "We're in the final stages of negotiations with two potential sponsors of the Dirt Track Speedweek and if those sponsors come through we'll be able to pay out larger purses plus bonus money to the high point riders in each pro class. As things stand now, prior to obtaining sponsors, the purses for the three Tampa half mile races are $6000 Friday night, $7000 Saturday night, and $8000 Sunday afternoon." For more information on Dirt Track Speedweek, call 813/938-4573.

Contary to what we reported earlier, a racer competing in AMRA-Pros competition in either the Lightweight (250cc single-cylinder two-stroke) or Heavyweight (600cc single-cylinder four-stroke) class will not have to advance to the Pro Twin (750cc vertical twin or V-twin flathead manufactured through 1979) class as a second year professional rider. AMRA-Pros has added a fifth class for its World Championship Pro Series, the Pro-Am division. The Pro-Am class will be restricted to 16 and 17 year old riders on 600cc single-cylinder four-stroke motorcycles or 300-400cc single-cylinder two-stroke motorcycles. Pro-Am riders may also compete in the AMRA-Pros Amateur World Championship Dirt Track Series.

MOVING: Toomey Racing USA, to 3034 Propeller Dr., Paso Robles, CA 93446, effective February 1; the new phone number will be 805/239-8870.

The American Historic Racing Motorcycle Association (AHRMA) has announced they and the Golden Eagles M.C. of Tampa, Florida, will co-host a Tourist Trophy road ride for riders of motorcycles built prior to 1974 on Thursday, March 3, during Daytona Cycle Week. Sign-up for the ride will take place at 9 a.m. on March 3, outside Daytona International Speedway at the AMA tent. The TT will get underway at 10 a.m. and proceeds from the $5 entry fee will benefit the American Motorcycle Heritage Foundation.

A bombshell of sorts was dropped on AHRMA executive director Gary Winn on Friday, January 8, when Rob Iannucci announced during a conference phone call that he was resigning from AHRMA's board of advisors. "I've made my contribution and feel it's time for fresh ideas from other people. AHRMA is doing so well, I don't think they need me," said Iannucci. Winn, obviously shocked, disagreed and asked Iannucci to reconsider. "Rob's contribution to vintage racing is greater than anyone else's," said Winn. "Rob basically laid down the rules we're working with now. Iannucci said that Dick Mann and he put together the rules: "It wasn't me alone." Iannucci first organized vintage racing with AAMRR in 1979, organized the first Daytona vintage meet in 1981, and served on the AMA Vintage Rules Committee from 1981 to 1986. Iannucci, an attorney, agreed to serve as council for

(Continued to page 34)

SXI bid to stop Anaheim blocked; factory riders sign up to race

By Farren Williams

LONG BEACH, CA, JAN. 11

An attempt by Supercross Inc., (SXI) to block the running of Mickey Thompson Entertainment Group's (MTEG) January 30 Super Crown of Stadium Motocross in Anaheim (California) Stadium was denied January 7 by a federal judge in U.S. Bankruptcy Court in Santa Ana, California.

Shortly after the decision, MTEG announced that major factory riders — including Honda's former Supercross Champion Rick Johnson and Kawasaki's defending Supercross Champion Jeff Ward — will race in the event.

SXI's Mike Goodwin, a former promoter at Anaheim and at the Los Angeles (California) Memorial Coliseum, filed an injunction asking the court to halt the January 30 race in Anaheim as well as an MTEG stadium motocross scheduled for June 18 in the Coliseum. MTEG this year obtained exclusive rights to promote motorsport events in both facilities.

Goodwin filed the injunction based on a non-competition provi-

(Continued to page 35)

CYCLE dreams

That riders of the night were calling me out, and I answered their tempting hail.

It was the seductive midnight music of Kerkers and SuperTrapps. Unseen flights of high-winding fours. Straight-pipe bursts of gowy twins. I heard them in my sleep, rich and vibrant and arousing — out along the long neon boulevards, from far up in suburban twisties, down among the winter-thinned woods and 'round old Dead Man's Curve. And — yes! — off on those endless, unlighted highways. They were calling in chorus, pleading, beseeching me to rise up and join. Then, sudden and radiant, came the blaze of a halogen headbeam! I was out there and in it! Riding with them! Part of that singular rush inside a rocketing capsule — motorcycle and rider a fast cocoon, praying some wild thing wouldn't invade my course and make the encounter a tragedy of nature, a grim family footnote. Out there in the night I thanked God for the deer whistle and wide sweep of running lights. And, yes! That welcome wind-heat from my own cylinder stoves, groping for the engine with thick gloved hands. On into wee hours we rode, up over high ridges, dropping through misted valleys. The night mania we shared howled on into a predawn freeze when fingers locked rigor mortis-like about the grips. Stopping at an all-night cafe, remote and desperate, our only option, even a third cup of coffee wouldn't steady the bone-deep shakes. Our new blue dawn pledged the tint and bite of glacier ice. Riding in from the dark, though chilled and sleepy, we were slow to let go of that fabulous night. Then a lifting sun took to its timeworn way, melting our illusions. Now I could see how dirty my bike really was, painted in mud, peppered with bugs, no longer the brightflash night lancer leaving sound and flame after its shape was gone. I limped home and parked my motor just as she was. And went inside. And there remembered an old movie line, full of will and unity, and of promise for tomorrow — when a player of that long-ago screen spoke from parched but intoxicated lips his unerasable words. "Wake me at sundown, Mother! I'm tired and wanna go to bed."

William Edgar

Over the edge

"I swear this track is turning into an obstacle course."

Jim Chini Collection

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: Rick Johnson motors to victory at the Golden State Nationals in Brentwood, California. See page 9. Photo by Nate Rauba. Hangin' out with National MX Champion (bottom) Micky Dymond. See page 14. Photo by Bernadette Phillips.

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BPA Consumer Audit Division Membership Applied For December 1986.

CYCLE NEWS 1964 25 YEARS 1988

voices

Paint them orange and black

I doubt very seriously that this letter will get printed, but here goes: I imagined that this is what happened at the recent AMA meeting concerning rules for the 1988 dirt track Nationals.

"Men, we have got a problem. Honda has beaten us again. What are we going to do about it?"

Harley dealer from Michigan: "If E.C. Smith and Jules Horky (Harley puppets from the fifties) were here we would make them run 500cc bikes and we would run 750cc bikes."

Ohio Harley dealer: "Why don't we buy a batch of those Hondas, paint them orange and black, and double the price? We'll call them Harleys. Hell, it worked with Rotax and nobody noticed, so why not Honda?"

Illinois Harley dealer: "Why not make them carry double?"

"No, I doubt that the insurance company will cover us on that. Maybe we could make them pull a small trailer."

"I don't think we could draft them if they did that. Why not add 20 pounds to them and then if they get Number One again we will ban them altogether!"

JERRY McDONALD
Corpus Christi, TX

We want the King!

I would like to see the great Kenny Roberts race in the April 10 U.S. Grand Prix at Laguna Seca.

BILL M. CUSHERLING
Santa Maria, CA

We spoke to Kenny Roberts on Monday, January 11, and he said, "It's impossible to say right now (whether or not he'll race at Laguna Seca). I'll be testing there in a few weeks to see how I am, timing wise. I'm worried mostly about training; I haven't ridden one of those things in a while. After testing, I'll be able to see if there's time to work on it. I really don't know at this point. A month ago it looked more likely, but now I'm running out of time. I have to get my two riders (Wayne Rainey and Kevin Magee) ready to go first." . . . Editor.

In defense of Earth First!

Re How You Can Win by Dave Holeman in the January 6 issue of *Cycle News:* I hope Holeman's comments on Earth First! are a result of misinformation rather than an intent to deceive on his part. A careful examination of the Earth First! journal or the book Ecodefense will reveal a much different characterization of the movement.

It doesn't take a great deal of perception to see that we are rapidly losing our natural world to the juggernaut of development. The failure of the mainstream environmental organizations to successfully counter this trend is disappointing and frustrating. This disappointment and frustration together with a passion for equity and the conservative instinct to keep things not as they are but as they should be, lead some to monkeywrenching as a morally acceptable technique for defending earth.

Earth First! was formed, in part, to recognize (but *not* to encourage) this acceptance of monkeywrenching by some. To my knowledge, Earth First! has always advocated strict procedures to ensure the safety of all concerned, (and) to respect all life forms, including those who persist in the destruction of the planet.

I am sure the potentially tragic incident at the Barstow-to-Vegas race will stimulate vigorous discussion of the refinement of monkeywrenching to render it safer. Meanwhile, the destruction of God's beautiful earth continues at an accelerated pace.

HANK BRUSE
Wisconsin Rapids, WI

I don't know about you, Hank, but "that juggernaut of development" built the house I live in, the office I work in, the streets I use going to and from those buildings, etc. That same juggernaut swung into action around 4 million years ago when man first walked on this 4.5 billion year old planet. Do members or supporters of groups such as Earth First! live in houses, drive vehicles on streets, etc. that weren't there 200, 100, or perhaps as few as 10 or less years ago? You and I know they do. If organizations like Earth First! had been operating in the Garden of Eden, would they have supported monkeywrenching techniques to prevent Adam and Eve from picking leaves to use as "cover-ups?" Or if you believe in Darwin's theory, would they have stopped cave men from putting petroglyphs on the walls of caves? Earth First! wants 17 million acres (nine million acres more than the area Cranston's S7 refers to) turned into a sanctuary for sand and rocks and the group's proposal calls for a "human enclosure area." If, as you say, Earth First! respects all life forms, why don't they recognize the need for development by and for the superior life form — people? . . . Editor.

Baltimore Bullet

Larry Peagram of Baltimore, Ohio, who is known by many as the Baltimore Bullet, recently received the AMA Amateur Athlete of the Year award.

To know Larry or to just watch him ride is a great pleasure. Through knowing him and racing with him, we believe that nobody deserves this award more than Larry Peagram.

We have raced with Larry for nine years at the AMA National finals at tracks from New York to California. Larry is a very talented racer and we have learned much from watching him ride. The entire Peagram family is a delight to be with.

We watched Larry win his first AMA National in Kansas and from then on the AMA National Championship Amateur Dirt Track Series has been the Larry Peagram Series.

Congratulations, Larry, on your 23rd National Championship. We are looking forward to racing with you in Washington in 1988.

STEVE, JOE & BILL BROMLEY
Bromley Motorcycle Sales
Trevrose, PA

Image enhancement

On behalf of myself and the Ultracross production staff, I would like to thank Kawasaki Motors, AXO Sport, Bell Helmets, PJ1 Chemicals and the entire motorcycle industry for their enthusiastic support of the Ultracross project. As anyone in the media will attest, launching a TV series or a feature film is no easy task. Add to your concept the element of motorcycling and you've made what was once difficult, nearly impossible. Needless to say, motorcycling's image is somewhat less than sterling and motorcycle racers have been the door mat of professional sports for a long time. Without the support of the above mentioned companies, I may not have been able to stay in the battle much less win it.

The war, however, is still on and this project is merely my contribution to the work being done by Don Emde and the Motorcycle Image Enhancement Committee in their effort to turn that biker image around.

I am pleased to announce that I have just recently joined forces with C.J. Hunt of Heart Quake Racing, a program developed to offer kids action oriented alternatives to drugs. These are just two ideas that if successful will help give motorcycling the positive image it deserves. But it doesn't stop here. There are as many ideas and as many ways to help as there are riders out there. If we would all work towards the same end we would no doubt see the day when motorcycle racing is as highly revered as any of our top national sporting events.

If you have an idea and don't know where to go with it, please drop me a line. I may not know either, but I do know that two heads are better than one.

MICHAEL BRYANT
7095 Hollywood Blvd., #203
Hollywood, CA 90028

Poetry wanted

Please announce that I am compiling a new book and soliciting enthusiast's literary contributions for it. It will be entitled The First Book of Motorcycle Poetry Classics.

Please let readers know I would greatly appreciate them sending anything they might have (rhymed and/or free verse) eulogizing their machines or any aspect of the unique motorcycling experience.

PAUL ARBLASTER
1390 Bond Lane
Eugene, OR 97401

Hunt helpers

I would like to thank the following who helped sponsor the MX races at Hunt, New York, during the 1987 season: Dunlop, Scott USA, Malcolm Smith Products, Kal-Gard, Tony D Motocross Schools, Oury Grips, Acerbis, Holeshot USA and Donnie Hansen Motocross Academy, Import & Export, Arkport Suzuki, Hebelers Kawasaki, Honda World, Freewheeling Cycle, Don George's Sports Center, Andy Stacy's Dean Cycle Sales, and Williamsville Welding. Their help was very much appreciated by the riders and their families who attended our races.

I would also like to congratulate Rick Johnson, Bob Hannah and Jeff Ward for their Motocross des Nations win and thank Ward Robinson and his family for bringing the event to Unadilla.

MICHAEL HARASMISZ
Hunt Racing, Inc.
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Tommy Watts (18) led the 500cc Pros to the first turn at start of the second moto, but Kelly Andris (2) took the lead on the next straight.

CMC/Dodge Truck Golden State Nationals: Round 2

Breker, Johnson, Ryan sail at Sandhill Ranch

By Nate Rauba
Photos by Troy Scott and Rauba
BRENTWOOD, CA, JAN. 10

Honda-mounted Goat Breker lived up to his word by winning the 500cc Pro class at Sandhill Ranch. At the conclusion of round one of the Golden State Nationals Series in San Bernardino, Breker, who finished third that day, vowed that he would come back and win the next round, which is exactly what he did at Sandhill with 2-1 moto finishes.

"I said I'd win this week and I did," Breker said.

In the first moto Breker finished a distant second behind Kawasaki rider Tommy Watts, who had a race-long battle with Yamaha-mounted Billy Frank that ended on the final lap when Frank's bike seized.

In moto two Breker had to work up from a fifth place start then battle with Kawasaki-mounted Tyson Vohland for the lead. Vohland held Breker off until a few turns before the finish where Breker surprised him with an inside pass. Vohland questioned Breker's line, but CMC officials declared the pass legal, so Breker was awarded the win and overall victory. Watts finished the moto third to wrap up second overall, and Kelly Andris was third overall after 8-4 finishes.

A 2-1 score also secured the overall victory in the 250cc Pro class for 250 and 500cc National Champion Rick Johnson. In the first moto, Johnson found himself mired at midpack after a terrible start. He then picked off riders until he moved to second, where he finished well behind Kawasaki's Jeff Ward, who led from the start.

Johnson headed the pack at the start of moto two, and when Ward dropped out of the race early, it was clear sailing to the finish for Johnson. Ward's teammate Ron Lechien blazed through the pack to finish second and second overall ahead of Team Honda's Jeff Leisk.

Rick Ryan proved that you don't always need the very latest equipment to win races, as he took the 125cc Pro class win with 2-1 finishes aboard an '87 Honda CR125. Ryan had to fight for his position in both motos, since some of the closest racing of the day was in this class.

Suzuki's Donny Schmit won the first moto after passing Ryan for the lead. Ryan fought off some late-race charges by Kawasaki-mounted Mike Kiedrowski for second.

In the second round, run as darkness began to fall on the track, Ryan exchanged the lead with Larry Brooks several times before taking command at the halfway point. Kiedrowski gave him some trouble at the end but was held back. Kiedrowski was the runner-up overall and Schmit could only manage a fifth in the second moto and ended up third overall.

Prize money was paid according to the rider's finishing position in each moto, making Breker's, Johnson's and Ryan's pay the same at $465.

Several Europeans competed in the event, including former 250cc World Champion Jacky Vimond (France), Christian Vimond (France), Mervyn Anstie (Great Britain) and a "Pete Hart" who is really 500cc GP contender Peter Hansson from Sweden. Anstie was the highest finisher with a sixth overall in the 500cc Pro class.

Jeff Matiasevich (48) leads Rodney Smith (43), Rick Ryan (11), Kyle Lewis (12) and Mike Kiedrowski on lap one of the first 125cc Pro race.

When the first 500cc Pro moto left the line Mike Larson grabbed the holeshot, but Watts blasted by after the first turn. Larson crashed shortly thereafter and dropped to last, while Frank, Rich Mythen, Doug O'Donnell and Mike McLain took up the chase on Watts.

By lap two Frank was working on Watts and Vohland moved into fourth behind O'Donnell. Mythen had Breker on his rear fender, and Gordon Ward was close behind. On the next lap Breker got by Mythen and started moving in on Vohland, while Ward, who also had gotten by Mythen, crashed.

At the halfway point of the 10-lap, moto Watts had managed to put a bit of distance on Frank. Vohland came under fire from Breker, and the two battled side-by-side until the rear sub-frame of Vohland's Kawasaki began to come off, pulling the carburetor out of the intake manifold and ending his charge.

Just when Watts seemed to be getting away, Frank poured it on to keep him within sight. Each lap Frank would get close to Watts on one section of the track, then Watts would pull away on another section. Breker was charging hard in third, but he was a long way back. O'Donnell was even further behind Breker, while Dave Newell and Tim McClintock had a fierce battle going for fifth.

Up front the distance between Watts and Frank continued to change each lap until Watts came around on the final circuit alone, as Frank pushed his seized Yamaha back to the pits. Watts then cruised to the checkered flag as Breker assumed the second position. O'Donnell finished a distant third and McClintock secured fourth, as Newell dropped to sixth behind Eric McKenna.

"Luckily I stayed out front," said Watts, who knew that Frank was close behind. "The pressure was enough to keep me honest."

Watts holeshot moto two, but Andris scooted by exiting the first turn. Vohland was third at the start followed by McKenna and Breker. Vohland moved to second on the first lap and McKenna was passed by Breker and O'Donnell. On the next go-around Vohland took the lead

Rick Johnson (R1) and Jeff Ward (58) lead Mike Kiedrowski (26), Mike Fisher (11), Jeff Leisk (7) and Rodney Smith (43) as the second 250cc Pro moto gets underway; Johnson pulled ahead at the bottom of the hill.

Ward gets a push to the pits from some fans after his ignition failed.

After retiring for two years, Goat Breker is making a serious attempt at coming back to ride in Europe this year; he won the 500cc Pro class.

from Andris, who swapped out of second then was passed by Breker a few turns later to drop to fourth.

At mid-moto Breker made his move on Watts and left him behind, as he set out after Vohland. Andris and O'Donnell fought over fourth and O'Donnell won the fight. For the last half of the moto Breker was charging and slowly reeled in Vohland, while Watts had dropped off the pace.

As the white flag flew Breker was right on Vohland. Breker tried to get by on the far section of the course but was shut off. Breker lost some distance when he bobbled in a turn, but fought back and stuffed inside of Vohland a short distance from the finish line.

After crossing the finish line Vohland went to look at where Breker had passed and appealed to the officials, but Vohland was denied. Meanwhile, Watts crossed the line a distant third ahead of Andris. Europeans filled out the next two positions as former 250cc World champ Jacky Vimond of France took fifth ahead of Englishman Mervyn Anstie, riding a KTM.

Vohland explained what happened afterwards. "There's no tires or ribbons, and the dirt comes out to a mound. I went as far inside as I thought I could go next to the mound and he (Breker) just drove under me; he went inside of it. Apparently as I was leading the race everybody started cuttin' and going inside to pass, so he started cuttin'. I think they need to do a better job of lining the track. Whatever happens, it was a good race."

"I got passed there," explained Breker. "So I took the line. I took it the whole race. . .a lot of guys took it. He (Vohland) shut the door on me pretty hard; he was riding a little dirty, I thought, so I didn't feel too bad about going inside of him since he didn't give me any room (on another section of the course). I came from fifth and caught him, so I was definitely faster than him; there's no hard feelings. I'd like to thank Bones and Pro Circuit and all my friends, it's been a team effort."

"In the last 250cc moto I crashed and it took the wind out of me," said Watts about his second 500 moto. "I was hurting pretty bad and just couldn't go any faster."

Ward jumped into the lead when the first 250cc Pro moto got underway. Schmit was second but was quickly passed by Leisk before crashing. Kiedrowski held third ahead of Mike Healey, Lechien and Rodney Smith.

After the first lap Lechien fell back to 10th as Smith moved to fourth. Healey went to sixth behind Frank in the midst of a close battle that also included George Holland, Mike Fisher and Johnson, who had begun to move up from his bad start. Ward began to move away on the next lap and Johnson was up to sixth.

Just over halfway into the 10-lap moto Ward maintained his lead over Leisk, who was losing ground to Kiedrowski. Johnson was now in fourth and within a couple of laps he caught Kiedrowski, who put up a good battle before being passed.

Shortly after assuming third Johnson took second from Leisk, who was also passed by Kiedrowski. Lechien was also on the gas and moved into fifth near the end of the race to set the finishing order. Ward took the win followed by Johnson, Kiedrowski, Leisk and Lechien.

"I felt good," said Ward, "but I have a pinched nerve in my shoulder and I really had problems hanging on at the end of the moto. I felt strong and I'm in great shape except for this little tiny problem with my shoulder. I felt halfway decent, but not how I should feel."

"I got a terrible start and had to work my way back up, but this is basically a warm up race for me and we're testing some things, so it was actually good for me because it made me push real hard the whole race," said Johnson.

"I was watching the gate, that's what I'm accustomed to in Supercross. I was digging and scratching for anything I could get; I didn't like riding back there. I'm watching Ward (at the start of) the next moto."

Johnson must have been watching because he and Ward rounded the first corner side-by-side with Johnson gaining the edge. Leisk was in third followed by Kiedrowski, who was passed by Fisher and Holland. Johnson and Ward were off and running, leaving Leisk and Fisher behind. Lechien moved by Kiedrowski on lap two then began to close in on Fisher.

Ward stayed right with Johnson until his Kawasaki's ignition failed early on lap four. A lap later Lechien took third when Fisher nearly crashed on a rough, high-speed straight. Out front Johnson was flying and had over seven seconds on Leisk. With two laps remaining Leisk backed off his pace and Lechien went by. Although Lechien was on the gas, there was no way to make up over 10 seconds that Johnson had on him. At the finish it was Johnson over Lechien, Leisk, Fisher and Smith.

"I gave a sigh of relief because he (Ward) wasn't pushing me anymore," said Johnson in reference to Ward's departure on lap four. "But then I thought that this is a warm-up race and I would've rather him push me and beat me if he was in better shape. I'm glad that I won, but I wish that he would have kept going to see how it would have turned out."

When the gate dropped for the first 125cc Pro moto it was Ryan in the lead. A few turns later Ryan hit a big hole in an off-camber turn and stepped off his bike. Jeff Matiasevich and Smith both got by before Ryan jumped back on in front of Honda-mounted Kyle Lewis and Kiedrowski.

On the following lap Ryan was in second, and a lap later, he had taken the lead when Matiasevich slipped to third behind Lewis. A couple of seconds back Brooks led a tight battle between Kiedrowski, Schmit, Smith and Paul Winn.

On lap four of the eight-lap race Lewis got by Ryan, then a few turns later Ryan repassed him for the lead. Matiasevich fell and handed third to Schmit. Within a lap Schmit had reeled in and passed Lewis, then got

(Continued to page 40)

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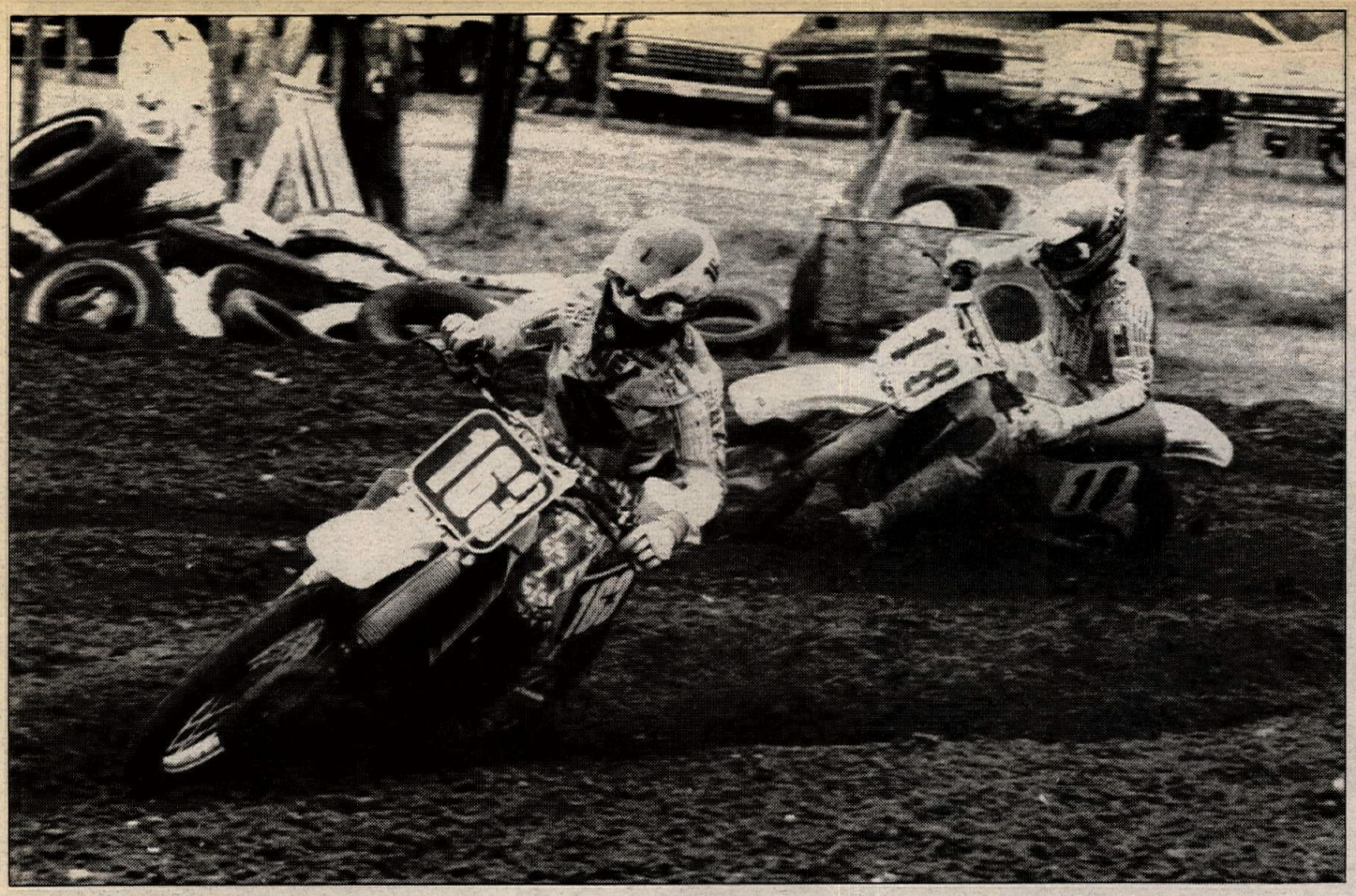


Fred Andrews (18) got by John Reinholt in the second 250cc Pro moto to take second and the overall win.

Keith Johnson (9) and Jon McCabe (168) dice in the second 500cc Pro moto until Johnson fell, allowing McCabe to take the overall win.

Florida Winter AMA Series: Round 2

Andrews, Bowen, McCabe score at Gatorback

By Mike and Anne Adair

GAINESVILLE, FL, JAN. 2-3

Keith Bowen, Fred Andrews and Jon McCabe scored Pro victories in the second round of the Suzuki/Scott USA-sponsored Florida Winter AMA MX Series at Gatorback Park. The event featured 640 entries from 30 states, as professional racers made their first appearance in the '88 event.

Supersports' Bill West announced a significant change this year, as West elaborated, "Pro licensing is down and the AMA has agreed to allow qualified Expert class amateurs to compete with the Pros without a Pro-Am license. We hope that this will encourage all riders to move up and make more room in the B and C classes." In the Pro class motos at Gatorback many amateurs made the big jump and gave the Pros a run for their money.

Suzuki's Bob Hannah, after a fourth place finish in the first 250cc moto, said "Twelve years ago I came down to Florida as a punk kid and won. I guess it was bound to catch up with me and do a turn around."

Suzuki Racing's Pat Alexander was on hand with Hannah, Ron Tichenor, Keith Turpin, and Todd DeHoop. Junior Jackson was out with an injury and DeHoop tweaked an ankle in practice.

Cagiva's Mark Hosbach introduced a seven rider team to contest the series and commented, "Cagiva is adding contingency money for riders on our bikes."

Yamaha, Honda, and Kawasaki join Suzuki and Cagiva for a total contingency program of $200,000 for the series.

Gatorback's National circuit was immaculately groomed with cloudy, cool weather greeting the opening 125cc Pro moto. Amateurs Kenny Kizzar, Jeff Beckington and Jay Mann took a surprise lead at the head of the 45-man pack. Kizzar's Barrs/PJ-1/Scott USA-supported Yamaha set a blistering pace with Beckington and Mann in tow. TUF Racing/Answer/Bell-backed Keith Bowen pushed his Kawasaki from mid-pack in company with the Suzukis of Turpin and Tichenor. It would take 11 laps before Bowen caught Kizzar and took the moto win.

Bowen said in his pit between motos, "These young boys are going for it. They made me work for that win."

Kizzar explained, "Bobby Barr took my stock Yamaha and did a number on it. The bike was perfect today."

Turpin said after his third-place finish, "The harder I rode the more my arms pumped up."

Moto two featured an instant replay of Kizzar's holeshot, but Tichenor was on Kizzar and moved his Dunlop/MX Fox/Arai/Scott USA Suzuki by for the lead on lap two, and went on to win the moto.

Tichenor said, "Alan (Barker) changed forks and we tried a different tire. It made a big difference for me."

Turpin passed Kizzar and escorted Tichenor to the flag. Bowen was content in third, wrapping up the day's overall.

Bowen said, "I am pleased with such a good result after only a week with the Kawasaki."

In the 250cc Pro opener Mike LaRocco burned Alan Andrews, John Reinholt, Chris Coleman, Keith English and Fred Andrews off the gate to lead the race. Hannah was mired in traffic and had a lot of ground to make up. Andrews caught Reinholt, scrapped for second and took the point.

Schmidt Cycle backed Reinholt said, "I was closing on LaRocco and took a stupid fall. I just lost my momentum and Andrews took advantage of it."

Hannah closed on Reinholt and settled for fourth as the flag fell. Andrew and Kevin Foley put in an impressive debut for Cagiva with fifth and sixth.

LaRocco said, "I was happy to have the lead but knew someone would be coming after me. It was good to see David Dye's checkered flag."

In moto two the weather changed and the "Hurricane" struck as Hannah ripped from the line, fought Andrews, Andrew and Reinholt for the first turn then rode into the sunset on his Randy Bruining prepped Suzuki. LaRocco flipped over the bars in turn two and sat out the moto. Andrews trailed Reinholt for eight laps before wrapping up second and the overall.

Andrews said, "Suzuki has a great 250cc machine and they pay 2000 big ones for the overall. That's what Pro racing is all about. I wanted to catch the old man (Hannah) but I was too tired."

Hannah responded, "I'm glad Andrews can use the money. Suzuki doesn't pay me anything extra for a win."

Hannah was followed in the runner-up spot by Reinholt, Andrew and Mark Murphy. Murphy, a former series champion, said, "I retired after Daytona last year, but changed my mind and decided to try one more time. I'm happy with my fifth."

It was 500cc Pro showtime and Chuck Weinburg, John McCabe and Jim Kapitan jammed into the sweeping left-hander. McCabe took the lead for a lap, but Massachusetts' rider Keith Johnson was on the gas and boogied past several riders on lap two before sighting in on McCabe. Johnson passed him to win the moto, while Mike Stahman held off Kapitan for third. Johnson said, "I kept my own pace and was able to catch McCabe. After that I was on my own to the flag. The bike feels really good today."

In moto two Weinberg took the point and owned a lap of prestige ahead of Johnson, Mike Spear and McCabe. Johnson then bolted by on the rim of Gatorback's pit to take the lead. McCabe pushed his Honda and stalked Johnson for six laps. After an enthusiastic dice Johnson went down and McCabe was the winner.

Connecticut's David McLean rode his Spectro/Oneal/Norwalk Honda from sixth on lap one to edge Kapitan for the runner-up spot.

McCabe explained, "We were racing hard. He went outside and I tried inside. I lost my front end, slid into him and caused him to fall. It

(From left to right) Bowen, Andrews and McCabe were all smiles in the winner's circle after taking the 125, 250 and 500cc Pro wins.

Kenny Kizzar (157) jumped into the lead in the first 125cc Pro moto and held off overall winner Keith Bowen for 11 laps before being passed.

John Kitsch scored the 125 and 250cc A class victories aboard his Kawasakis in Saturday's amateur action.

Zack Bradshaw gets his reward from Tifanny Tench for winning the 85cc (7-11) class.

wasn't intentional. We were just so close."

Johnson, who was skinned up in the confrontation, added, "My transmission is acting up again. It won't stay in gear when I really need it."

Amateur

John Kitsch, Brian Swink and Fred Vertucci were double winners in a full Saturday of amateur action.

In the 125cc A contest Jay Mann led every lap of the first moto but the one that counted, as Jeff Beckington and Kitsch moved by under the white flag. Kitsch's DMC prepared TUF/American Competition/Scott USA Kawasaki passed Mann and Beckington for the second moto win and overall.

"A good suspension was the key today," said Kitsch.

The 250cc A bash was a four way show with McCabe, Keith Johnson, Beckington and Kitsch in the spotlight. Honda/Gear/LaRocco Cycle-backed Beckington owned the first moto, but Kitsch scored the tie-breaker win in moto two.

Johnson said, "I haven't ridden since the Winter Olympics and couldn't match the pace out there today."

The 500cc A class suited Johnson better and he swapped moto wins with point leader Earl May. Both suffered bad motos and Yamaha/JT/J&W supported Mike Stahlman used a pair of deuces for the overall victory.

Each week the split class winners are paired together. The 125cc B matchup between leaders Mike Brown and Eric McLear resulted in a Brown sweep.

In 250cc B competition Team Green's Gene Naumec shut down Mark Peterson in both motos. Naumec said, "I ate a lot of dirt in that second moto but finally got by."

Minnesota's Glen Hyatt upset 500cc B series leader Rick Perry and Keith Yarnell in a heated race.

Perry said, "It was wild out there. We were all really close at the finish."

On the mini scene, Kenny Yoho made it two in a row in 65cc competition. Zack Bradshaw split motos with Scoggins Berg and took the 85cc 7-11 win. Daryl Youngblood adapted quickly to his new Kawasaki for a 85cc (12-15) divison one win. Brian Swink swept division two and embarrassed the other 125cc Youth guys with a double win, riding his 80cc Kawasaki Big Wheel machine.

Swink said smiling, "It's an unbelievable 80. Dave Miller built the engine and Ed Warren and my dad dialed in the suspension. It was perfect today."

With Fred Vertucci's Senior/Plus 25 nemesis Robbie Neeley injured, Vertucci ruled classes with an iron hand.

In Super Senior class action Thomas Bragg and Erv Braun each won a moto, but track announcer Braun lost the one that counted. •

Results

125 PRO: 1. Keith Bowen (Kaw); 2. Keith Turpin (Suz); 3. Ronnie Tichenor (Suz); 4. Kenny Kizzar (Yam); 5. Fred Andrews (Suz).

250 PRO: 1. Fred Andrews (Suz); 2. Bob Hannah (Suz); 3. John Reinholt (Suz); 4. Alan Andrew (Cag); 5. Mark Murphy (Hon).

OPEN PRO: 1. Jon McCabe (Hon); 2. David McLean (Hon); 3. Jim Kapitan (Hon); 4. Mike Spear (Kaw); 5. Michael Ryan (Hon).

125 A: 1. John Kitsch (Kaw); 2. Jeff Beckington (Hon); 3. Jay Mann (Kaw).

250 A: 1. John Kitsch (Kaw); 2. Jeff Beckington (Hon); 3. Jon McCabe (Hon).

500 A: 1. Mike Stahlman (Yam); 2. Lance Norich (Kaw); 3. Joe Rogers (Hon).

125 B D-1: 1. Chad Montero (Yam); 2. Todd Deal (Kaw); 3. Gene Naumec (Kaw).

250 B: 1. Gene Naumec (Kaw); 2. Mark Peterson (Yam); 3. Grayson Goodman (Yam).

OPEN NOV: 1. Glen Hyatt (Kaw); 2. Rick Perry (Yam); 3. Keith Yarnell (Kaw).

65(7-11): 1. Kenny Yoho (Kaw); 2. Robbie Skaggs (Kaw); 3. Ricky Carmichael (Kaw).

85 (7-11): 1. Zack Bradshaw (Yam); 3. Kenny Yho (Kaw).

85 (12-15) D-1: 1. Daryl Youngblood (Kaw); 2. Ezra Lusk (Kaw); 3. Jeff Dement (Kaw).

85 (12-15) D-2: 1. Brian Swink (Kaw); 2. Derek Youngblood (Kaw); 3. Ryan Dean (Kaw).

125 YTH: 1. Brian Swink (Kaw); 2. David Beckington (Hon); 3. Jermy Buehl (Kaw).

+125: 1. Fred Vertucci (Kaw); 2. Joe Rogers (Hon); 3. Alan Crum (Kaw).

SR: 1. Fred Vertucci (Kaw); 2. Jeff Steinrock (Hon); 3. Dyrbrn Dixon (Hon).

S/SR: 1. Thomas Bragg (Hon); 2. Erv Braun (Kaw); 3. Kenneth Brown (Yam).

125 C D-1: 1. J.J. Slagle (Hon); 2. Doug Conrad (Kaw); 3. Andy David (Suz).

125 C D-2: 1. David Weis (Hon); 2. Richard Brooker (Hon); 3. Ben Sanders (Kaw).

250 C D-1: 1. Floyd Carter (Yam); 2. Jon Grant (Hon); 3. Jay McClellan (Yam).

250 D-2: 1. Don Mathiesen (Yam); 2. James Wilkerson (Hon); 3. Mak Cassels (Yam).

Hangin' out with 1987 125cc National Motocross Champion: Micky Dymond

"The weirder you play, the more fun it is"

By Kit Palmer
Photos by Bernadette Phillips

Who is Micky Dymond? To Team Honda he's their 1987 125cc Motocross National Champion and former employee. To Team Yamaha he's their biggest hope. To his former competitors in the 125cc class he's good riddance.

But when you ask Micky Dymond who he is, his response is, "I don't exactly know."

"I guess I'm many people inside," said Dymond "and I like to be all of them. Maybe not all at the same time, though. In different moods I can go out and act in different ways. I can be quiet, and I can be loud; I can be aggressive, or unpredictable, or whatever I want to be. I just go and be myself, and if I'm feeling a certain way, I won't try to discourage myself from feeling that way. I just let it happen.

"Maybe I'm weird; that's what everyone calls me. Maybe it's because half the time I don't know what I'm going to say or what I'm going to do; not that I'm going to do anything *weird* or anything. Like if I was to describe Johnny O'Mara, I'd say he's weird. But I like him because he's that way. He screws around, kind of gets gooney for fun, which is what I like to do, too. It's not really weird, it's like playing, but you can play in weird ways, and the weirder you play, the more fun it is."

* * * *

Micky Martin Dymond was born January 21, 1965, in Garden Grove, California, the son of Ray and Beth Dymond. Micky has three brothers and one sister. The sister is the oldest of the group at age 25. Micky is the second oldest, followed by his brothers Rick (20), David (10) and Don (8).

Micky and his family moved to Yorba Linda, California, when he was two years old. It wasn't until he was in high school that he showed any interest in motorcycles.

"Before high school, I was really into football and did real well. I played for five years, and I also played baseball. My dad was big in sports when he was in high school and college. He was like the hot guy; he was a quarterback in football, and he got me involved in football. There was no way I wasn't going to play. There were times I wanted to quit, but he would say, 'There are no quitters in this family, son.' So I never could get out of it. Once I got into it, I loved doing it.

"I got hooked on bikes. At first I was too young when my dad tried to get me started. In my mind I had other things I wanted to do. But I got hooked. My first bike was a Yamaha MX80, and my first race was at Escape Country (in southern California) and I got beat real bad."

By the time Dymond entered high school, football was behind him. He had become more and more interested in riding motorcycles, and less and less interested in school, which he was never fond of in the first place.

Micky attended Troy High School in Fullerton, California, but dropped out during his Junior year.

"School wasn't it for me," said Dymond. "I didn't care to learn about much. I just wanted to get through. Most of my classes were industrial arts like wood shop, auto shop, metal shop. I remember in my auto shop class you'd get points for driving in a car, so I would drive in my truck, sit there and listen to the radio the whole period, then drive it out.

"One day a guy rode in on his motorcycle, and there was this little rise in the driveway, and I was out there doing jumps. We were having jumping contests with his motorcycle during class. We were jumping the bike right where the garage was open, and the teacher wouldn't come out and say anything. We didn't get along too well. He thought I was a jerk. I can't imagine why.

"I spent a lot of time out in smoker's field smoking down some cigarettes, drinking beer in the parking lot. I guess I was a real rebel; I didn't have a lot of friends. I was just a loner.

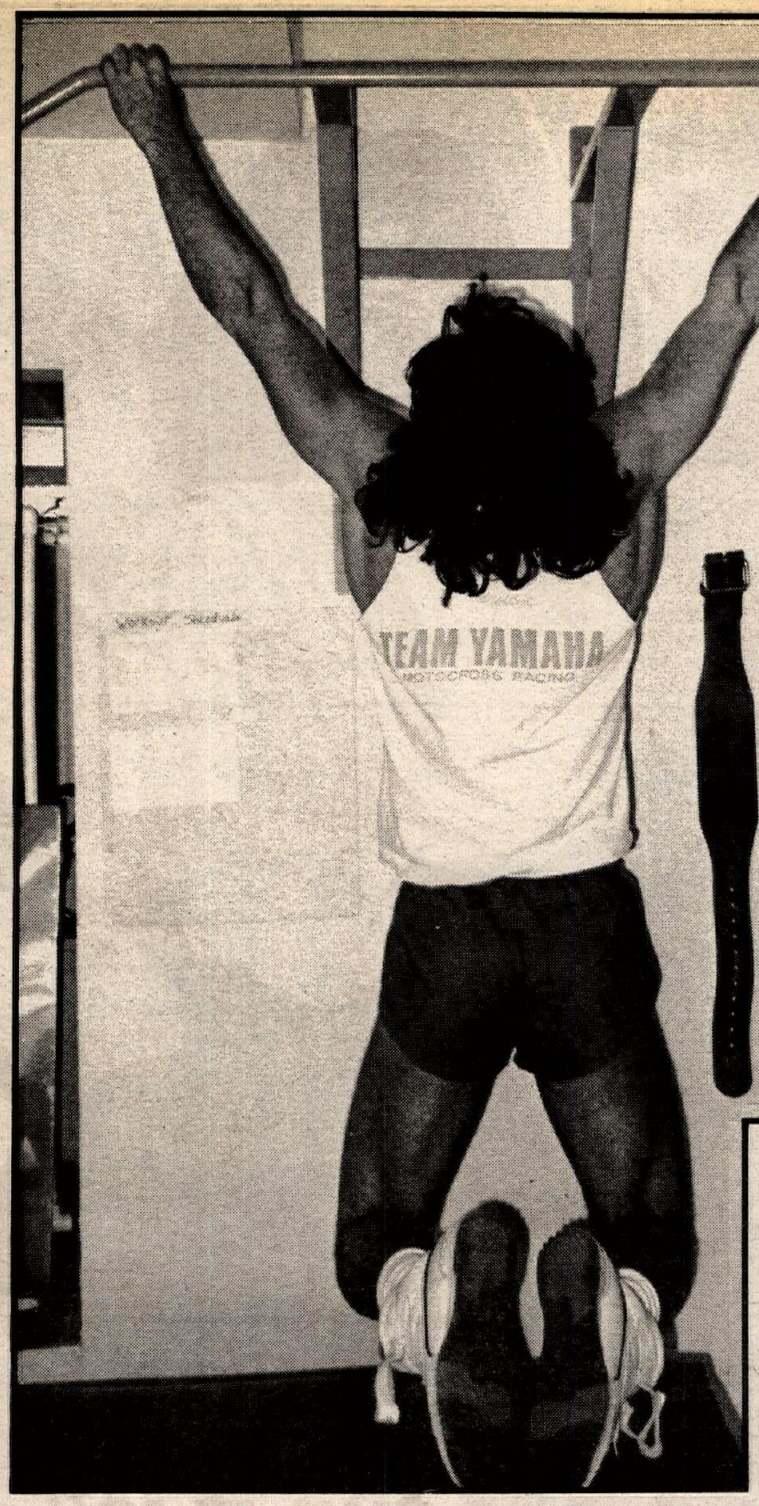
"I actually ditched my first day of high school. I went and played volleyball on the beach. Sometimes I ditched a couple of times a week to go riding. My first period class ended up being at Winchell's Donuts."

After he dropped out of high school, Dymond found himself with a lot of spare time and used it riding motorcycles. It was then he decided to take racing seriously.

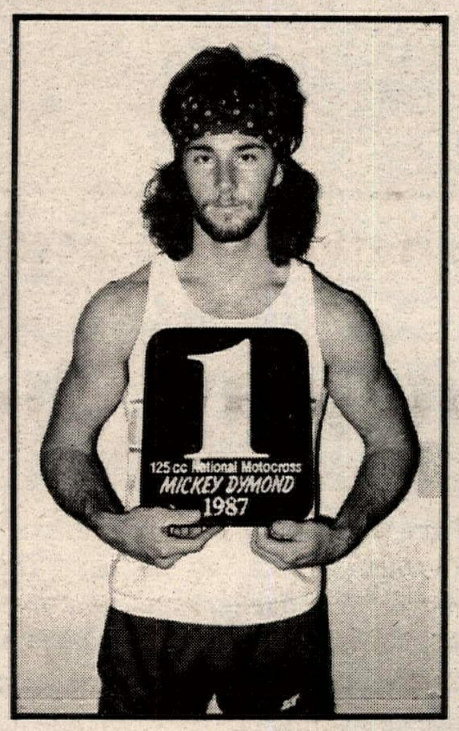
"I believed I was going to make it in racing," said Dymond.

And he did.

In 1983 Dymond signed his first factory contract with Husqvarna. Although he never claimed a National Championship with the Swedish marque, he did perform well enough to be a threat on the National circuit, despite riding equipment that was inferior to the



Dymond's two-car garage has been converted into a training room. He works out at least one hour every day. His official AMA 1987 Number One plate (center) has his first name misspelled.



factory Japanese machinery. His efforts paid off in 1986 when he hitched up with Team Honda to campaign the 125cc Nationals.

In his first season with Honda, he clinched his first-ever National Championship title and followed that up with another 125cc National Championship in 1987.

At the end of the 1987 season, Dymond was left without a ride. Under AMA rules, no rider can win the National Championship more than twice in the 125cc class, and since Honda already has a handle on the 250 and 500cc classes with the rider many people consider the fastest in the world — three-time National and former Supercross Champion Rick Johnson — Dymond was handed his walking papers.

However, Dymond didn't have to walk far to find a new home. He landed a factory ride with Team Yamaha to compete in the 1988, 250cc National Motocross Series and Supercross Series.

"I'm really happy going to Yamaha. They're very helpful, eager and excited," said Dymond. "I'm more comfortable there than I was at Honda. It was real tense at Honda. There were a lot of secrets going on. It was like riding for a team within a team. It wasn't one big happy family."

Dymond now owns a $170,000, two-story townhouse; his backyard is adjacent to a golf course. His house has been pelted a few times by serious slices on the fairway.

Unlike most successful motocrossers, his house isn't littered with expensive toys. He does have, however, a couple of high-dollar Yamaha stereo systems, a big-screen TV and one vehicle — a 1985, black, 4x4 Toyota pick-up truck, with a personal license plate reading "MX Micky" parked in the driveway. His two-car garage has been turned into a weight lifting gym.

"I'm not too much into cars. My (driving) record isn't all that great, so it's hard for me to get insured.

"I don't really have a lot of toys," said Dymond. "I spend most of my money on clothes. I'm not really into the money part of the whole deal."

Dymond has never held down a full-time or even part-time "real world" job, other than racing for the factories, which he doesn't really consider a job.

"I did work for an old lady, once. I mowed her lawn, but she died, and I guess she didn't need me anymore."

His father, Ray, who owns his own construction business, supported Micky's racing 100 percent.

"He was everything," said Dymond. "Without him I couldn't have done it. Both my mom and dad were, and are, very supportive of my racing."

Dymond's daily routine consists mostly of training and riding.

"This time of year it's difficult to maintain a daily routine. I have to train, and I have to concentrate a lot on testing the new machines, as well as taking care of my health. I'm trying to be a little bit better with my time right now. I'm trying to be able to get up and give myself some time to cook breakfast; give myself some time to go to the market, so I can have food to cook. I'm trying to get better about my diet, but it's difficult being a bachelor. I wreck a lot of food in the kitchen. Many times I forget that I bought something, and when I get it out, it's rotten.

"I don't eat fast food, because eating is really important. If you're eating good, you're going to feel good. If you're eating bad, you're going to wake up in the morning and feel like shit.

"I've got to eat like a pig to maintain my weight. I want to get bigger and stronger so I can get better. It's incredible how much stronger you get if you do things right, and if I maintain for the rest of the month, I'm going to be stronger than those guys out there. I have to do things right, and that's what I plan to do.

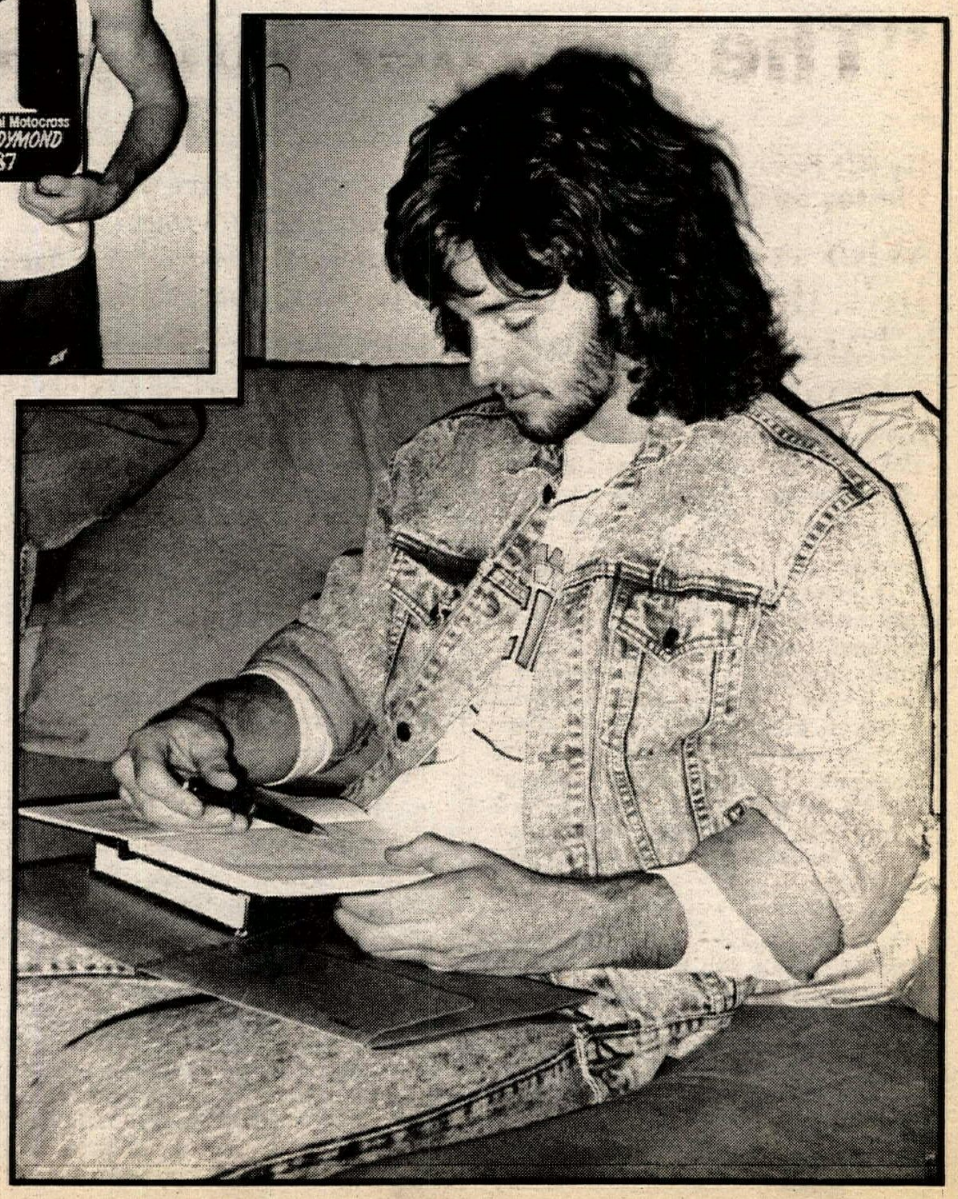
"After I eat I usually train for about an hour and then go riding. I always mix it up when I ride. I don't go out and go two 30-minute motos every day. That's boring. I've got to mix it up. Some days I'll go out and I'll take off and not even go around the track. I'll make motos out of wherever I'm going. I just ride like a lunatic for 30 minutes. I'll jump across the track, go backwards on the track, go forwards, whatever. That's pretty much fun, plus you never get bored.

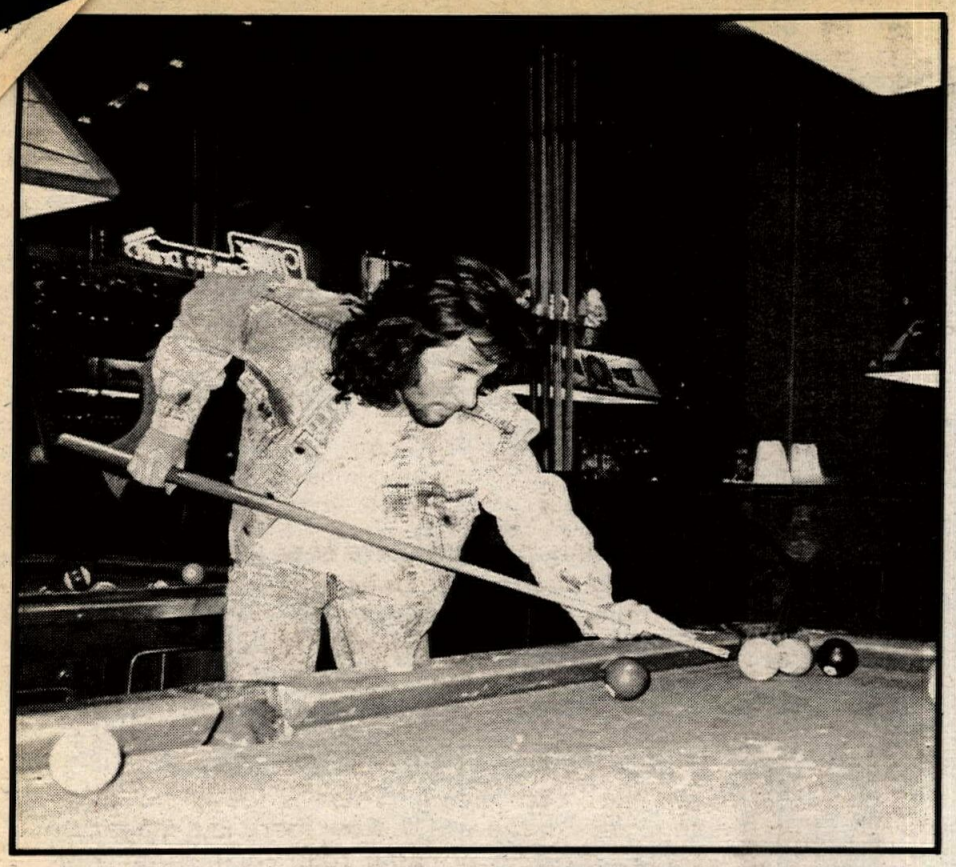
"Usually I finish up about five (p.m.). When I go testing, that can be really tough 'cause I'm riding from nine in the morning 'til four in the afternoon, so I don't get time to work out. I'll get home on these days and go straight to bed then get up about 11 at night and then do my workout. It's kind of a messy situation."

His unique practicing habits have given Dymond an uncanny talent for jumping a motorcycle. He has developed a reputation as being one of the most fearless double jump jumpers in motocross. He's usually the first rider to attempt a risky double jump at a supercross race.

"I've been pretty high in the air over doubles sometimes," said Dymond. "You get up there high enough to where you just don't want to come down. You just want to stay up there. I would be lying if I said they (double jumps) never scared me, but each time they start to scare me, it just gives me more reason to jump 'em: it gives me more energy to do it. There's no one jump I've done that stands out in my mind, but if I didn't do a jump, then that would stand out in my mind the most.

Writing poetry is one of Dymond's favorite hobbies. He has a stack of books containing all his poems. He won't let anybody read them, although, he will sometimes read them out loud to you.





When Dymond has extra time on his hands, he enjoys playing pool with his friends. (He rides bikes much better than he plays pool).

"The jumps we have now are pretty average. I want something I can do that makes the jumps we have now look pretty basic. I want the Evel Knievel-type jumps. I want to jump farther and farther and farther, and higher."

Dymond's most memorable moment in motocross happened during the 1987 season.

"It was in the 125cc class, the second moto at Red Bud (Buchanan, Michigan)," recalled Dymond. "I came from eighth and won. I was so aggressive inside. I was coming up on riders and yelling at them in a Satanic voice, 'Aww, come on. You're mine.' There was a period there for a while where we all were getting carried away with the whole deal (racing).

"I want to be really good at racing, and I want to be a supercross champion. I just keep getting better and better for me, and even if I don't win every time, it really doesn't matter. Winning for my job is what I'm working for, but I just want to be the best. Once I know in my head that I'm the best, then I'll probably quit doing it and do something else."

When Dymond isn't racing, traveling, practicing or training, he likes to spend his spare time with his friends or by himself.

"I like to do all kinds of things. I like to go out and screw around with my friends. It doesn't matter if I go out on a date, or go to the movies, or go to a concert. It doesn't matter. I just like to be with people, and sometimes I don't. I can enjoy doing anything. I like to go out by myself; sometimes that's great. I like to go and talk with people I don't know at all. That's definitely interesting. I'm really shy, usually, but the last few months or so, I have been real outgoing."

Dymond wanted to voice where he stands on drugs. "I don't take any drugs at all. I would never take anything that was some kind of chemical, snorting, or anything with a needle. That's really scary. I feel sorry for anyone who gets into that. I wouldn't even consider ever getting into any kind of drugs."

When Dymond's motocross career is over, he won't be sitting around watching television for the rest of his life. Far from it. He has plans, lots of them, which should keep him busy for a very long time.

"I've got goals written out until I'm about 40 years old. I want to road race motorcycles and race cars. I want to write and be a concert pianist.

"I want to road race bikes, and I would like to do it this year...I don't know how yet, and next year for sure. I'll like road racing. It's a real neat feeling going fast; going fast is the only feeling."

One of Dymond's hobbies is writing, mostly poetry. He has stacks of books with a collection of poetry he has written.

"Probably my biggest and strongest dream I've got right now is my writing. There's no way around it. I'll probably write for the rest of my life. But whether I ever want to publish it or let other people see my writing, that's different. I may show my writing to some of my friends, but that's about it. I won't let anybody read my books. If I want someone to see it, I'll tell it or read it to him. A lot of the times I won't even talk about it. I'm very personal. I write about things I've seen, or heard. I let my mind build its own story. I guess I would eventually want to publish my writing, but right now. . . .

"Sometimes I've gone into restaurants and sat in the corner by myself and watched people and then I write about them. That's a lot of fun.

"There's one poet I really like to read," said Dymond. "His name is Lawrence Ferlinghetti. My mind has similarities to his.

"The only regret I have is that I didn't learn how to read better. It takes me too long to read books. I don't like that."

"I also want to be a concert pianist, but that's a super long-term plan. I have these dreams that are strong in my head, and I have these other dreams, fantasies, that are weaker. I don't think about them as much; they're not right there at the top. And (playing piano is) not one of those things that's right there at the top, but I think there will be a time when it will be. I'll love doing it.

"I would love to be able to come home from riding a motorcycle, or working all day, and be able to sit down on the piano and start playing something real soft. I think that would be great. But I don't want to be your basic pianist. What I want to do is get something very unique, very much my own style, and do it.

"I can't think of one day in my life where I haven't dreamed at least an hour or so about things I want to do. I don't have dreams very much where I'm different as a person. It's like my mind says, 'OK, now really let go and go as far as you can take it,' and I want to do that with my life. Let go, and let it go as far as it can take me. Do whatever I can.

"A lot of people I know think I do all these things to get all this glory. Maybe, subconsciously, I'm just a glory-hungry son-of-a-gun, but I don't think of myself going after it for that reason. I think of it as something I build up in my head, and then I'll do something about it."

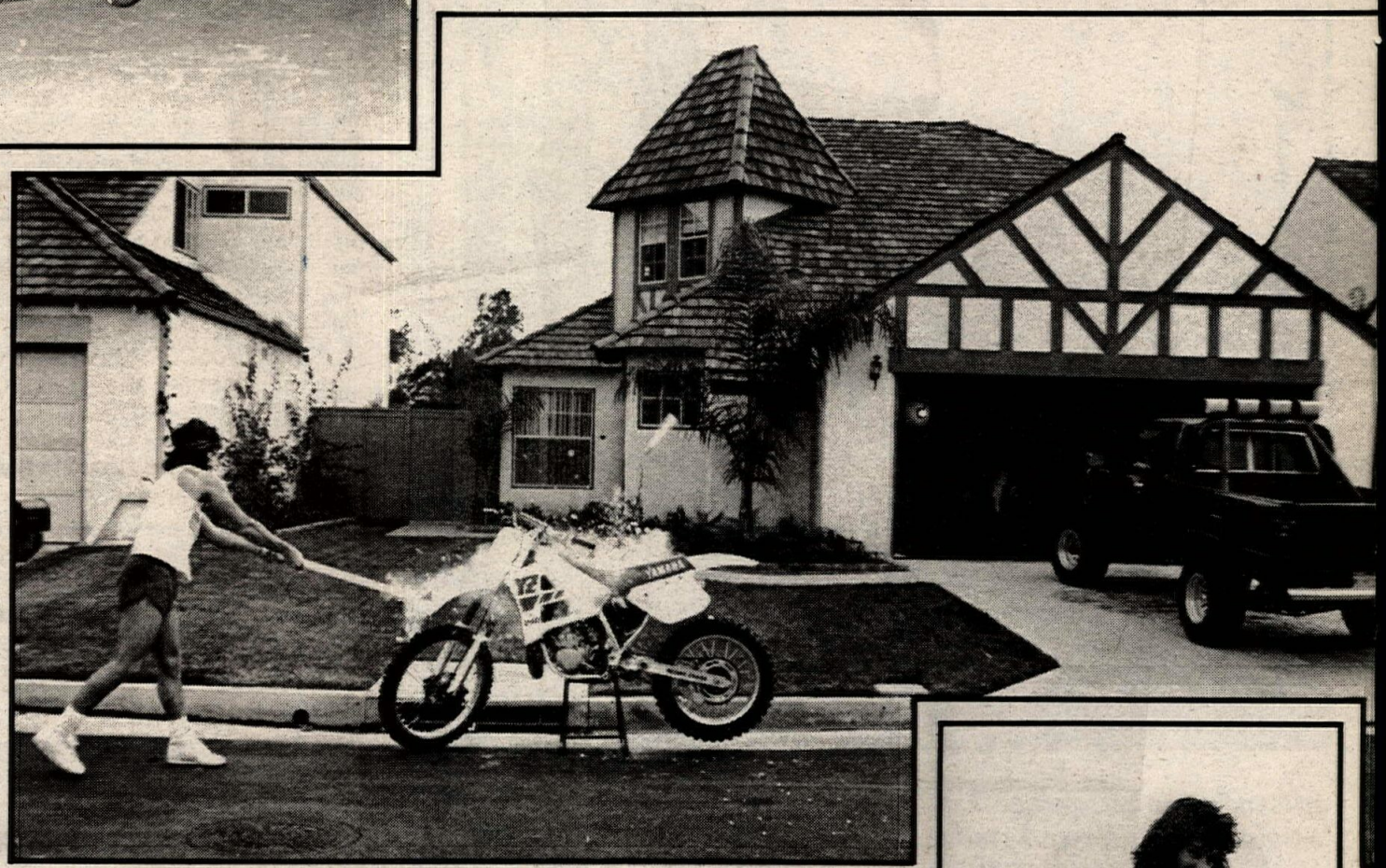
Micky also has more common dreams, such as settling down and living a, so-called, regular life.

"I want to get a hold of myself and get this thing out of my system, where I don't have to be wandering around all over the place, so I can build a foundation at home. I want to have a wife, some kids, have a normal lifestyle. But I don't know if I'll ever be like that. That's the only thing I don't know if I'll ever be able to have, but I really would like to have a kid and watch him grow."

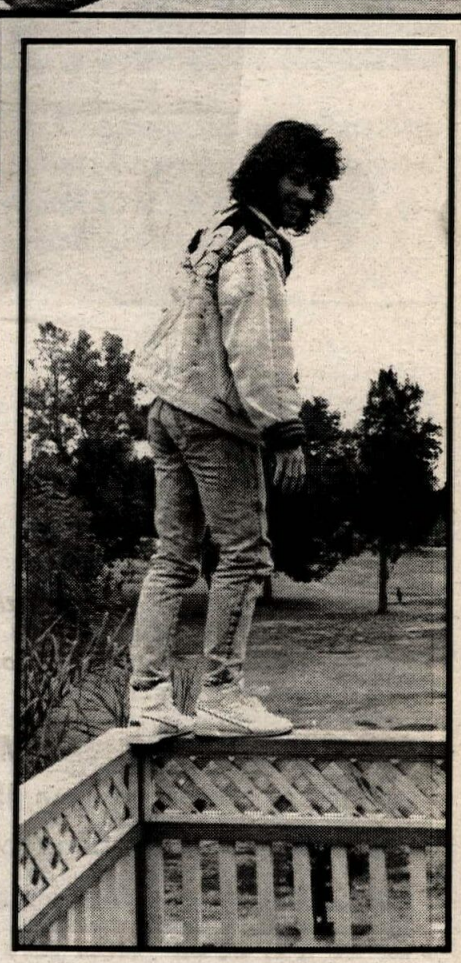
What does Micky Dymond expect from himself in the future?

"I just want to stay level and take my failures just as I've taken my triumphs. That's what is important. Not to live on something I did. You live on something you're going to do. It doesn't matter anymore when it's done. You can be a three- or four-minute hero at the trophy presentation, and then after that, you're just history. The next weekend you might just get third. Some people are only what they just did; I know that's how it is in this sport, but I really don't want to be like that. I want to be able to say, 'Well, this one didn't work out so well, but the next one will.'

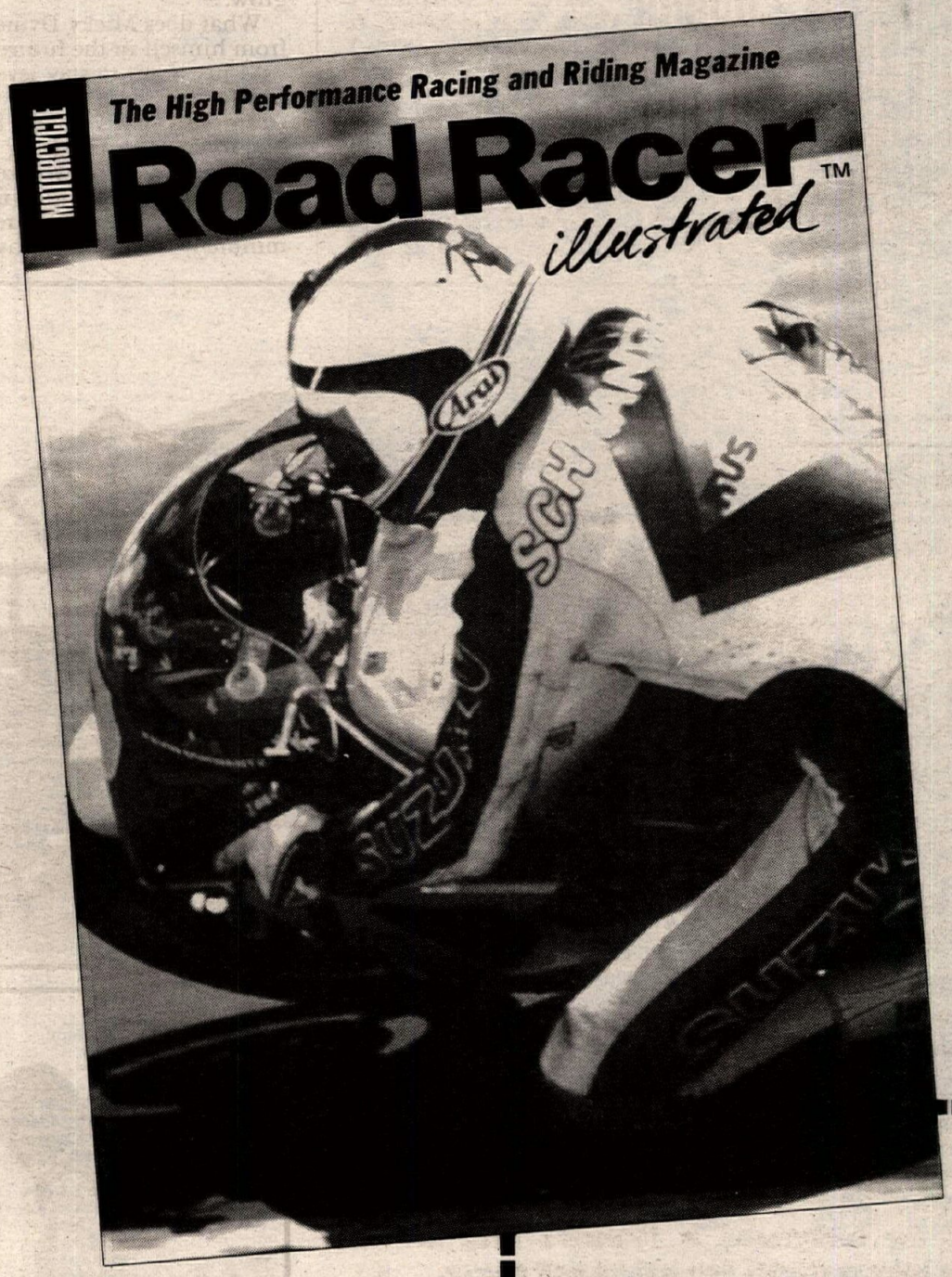
"That's how it is." •



Dymond didn't have a bottle of champagne handy to christen his new Yamaha YZ250 practice bike, so he used the next best thing, a fluorescent tube. In the background is Dymond's new, two-story, town home. Dymond's balcony (right) overlooks a golf course.



There's no other feeling like it in the world . . .



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More than 1000 riders competed in round one of amateur action in the Golden State Nationals at Glen Helen.

Emig emerges on top at Glen Helen GSN

By Ken Faught

SAN BERNARDINO, CA, JAN. 2

Kawasaki-mounted Jeff Emig traveled all the way from Independence, Missouri, to win the 125cc Intermediate division one class at the 14th Annual Dodge Truck Continental Motorsports Club Golden State Nationals, for the opening amateur round of the series.

Yamaha's Phil Lawrence started things off right, as he holeshot Ryan Hughes, Chris Trickle, Jeremy McGrath and Chris Neal in the first moto. Lawrence and Hughes soon did some bar banging when Hughes overjumped a tabletop jump and slid sideways into Lawrence, knocking him off the track. However, Lawrence re-entered the track and within a lap, was back in first.

While Lawrence and Hughes were dicing, Emig and McGrath had moved into third and fourth and were slowly catching the leaders. By the third lap, Neal was also in the hunt and began stalking McGrath, looking for a way around on the fast Glen Helen track. Neal didn't have to wait too long, as he soon passed McGrath moving himself to fourth. McGrath, not at all content with his fifth place position, quickly repassed Neal and began to pick up his pace. Sylmar's Brian Gipson was also on the move and passed Neal on the last lap.

Lawrence took the moto win over Emig, Hughes, McGrath, and Gipson.

However, immediately following the race Lawrence was knocked a lap for jumping the starting gate which gave Emig the win, Hughes second and McGrath third. The extra lap dropped Lawrence to 21st.

Second moto action saw Neal take the lead over Randy Moody, Hughes, Lawrence, and McGrath. Emig was in ninth rapidly picking up positions after his poor start. By the second lap Emig was a close third behind Neal and new second place rider Lawrence.

Nearing the middle of the race Neal went down, handing Lawrence a slim lead over Emig. Emig hounded the rear fender of Lawrence's Yamaha all the way to the checkers. Lawrence took a narrow win over Emig, Hughes, McGrath and a disappointed Neal.

A 1-2 score earned Emig the overall ahead of Hughes, McGrath, Neal and Gipson. Lawrence still managed to cash in on the Yamaha contingency with a 10th overall.

Todd Nelson began the first 125cc Intermediate moto by piloting his Suzuki to a clean holeshot. Close behind Nelson were Levin Noble, Terry Swanson, Richard Saxton, and Duane Benner. Swanson soon passed Noble and began to catch Nelson. Before the completion of lap one, Nelson's bike broke handing the lead to Swanson. Benner, Saxton, Noble, and Chad Peterson remained close behind. Peterson wasted no time in passing Noble and quickly moved into fourth.

Saxton, who had been running in third, crashed in some deep whoops giving third to Peterson. Peterson then went after Benner, who soon fell victim to Peterson, who continued to move in on Swanson.

The final lap saw Peterson reel in Swanson and passed him just about a hundred yards from the finish line. Benner finished third, Noble was fourth, and Clint Jones managed a fifth place finish.

In the second moto Benner took the holeshot closely followed by Swanson, Noble, Peterson and Mike Chamberlain. Before the end of the second lap Peterson found himself in the lead ahead of Swanson, Chamberlain, Jimmy Lewis and Noble. Lewis got on the gas to pass Chamberlain and set out after the leaders. Peterson couldn't be caught, however, and finished the moto in first place ahead of Swanson, Lewis, Chamberlain and Noble.

The 1-1 finish in both motos gave Peterson the overall win. Swanson with a 2-2 finish took second followed by Noble in third (4-5) and Lewis in fourth (7-3).

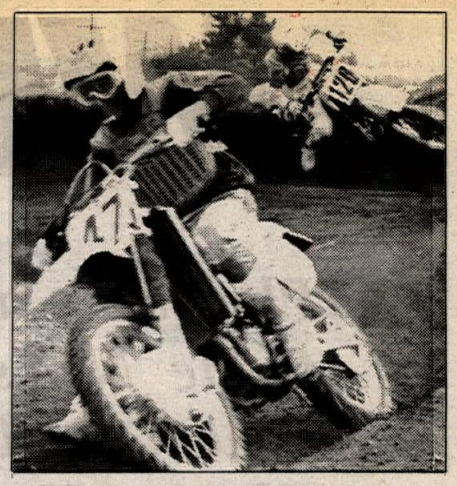
Richard Aldrich topped a field of more than two dozen riders to win division one of the 125cc Junior class.

When the gate dropped at the start of the first moto, Timothy Riggs led Charlie Flippen, Brittan Burlingame, Darin Channel and Aldrich. Riggs' bike soon ran into problems dropping him towards the back of the pack. Flippen was not at all upset at Riggs' bike problems and graciously accepted the lead.

Aldrich, who gated fifth, was now third and gaining on the leaders. While Aldrich was working on Burlingame, Andy Grider piloted his Kawasaki into the top five. Another rider on the move was Rich Quick. After gating 10th, Quick displaced Channel and moved into fourth.

Flippen went on to take the moto win over Aldrich, Burlingame, Quick, and Grider.

Yamaha-mounted Jeff Orth holeshot Aldrich, Flippen, Roger Saenz and Channel in the second moto. As the pack entered the third turn, Aldrich passed Orth and began to pull away. Shortly after being passed by Aldrich, Orth bobbled and that was all Saenz needed to pass. Orth soon dropped to sixth advancing Quick and Flippen. With only one lap remaining, Andy Hernandez broke into the top five. Aldrich took an easy moto win over Saenz, Quick, Flippen and Hernandez.



Jeff Emig (47) leads Ryan Hughes in 125cc Intermediate action.

The overall went to Aldrich, Flippen was second, and Quick third. ●

Results

60 0-8: 1. Tim Tilton (Kaw); 2. Frankie Navarro (Kaw); 3. David Roberts (Kaw); 4. Jeremy Biery (Kaw); 5. Jerry Aleman (Kaw).

60 9-11: 1. Chris Wheeler (Kaw); 2. Russ Anderson (Hon); 3. Jason Partridge (Kaw); 4. Zachary Rund (Kaw); 5. Jeff Willon (Kaw).

80 BEG: 1. Craig W. Smith (Suz); 2. Jeff Lewis (Suz); 3. Travis Fleming (Hon); 4. Grant Gaspar (Yam); 5. John Fox (Yam).

80 JR 12-16 D-1: 1. Billy Felts (Kaw); 2. Chris Difalas (Hon); 3. Colin Couto (Hon); 4. Bryan Noe (Hon); 5. Michael Brandes (Kaw).

80 JR 12-16 D-2: 1. Eric Chavira (Hon); 2. Shane Scarpiello (Suz); 3. Tony Sulek (Kaw); 4. Brian Teets (Kaw); 5. Ranion Noriega (Suz).

80 JR 12-16 BIG WHL: 1. Jason Taylor (Kaw); 2. Rodney Taylow (Kaw).

80 OPEN 9-11: 1. Russ Anderson (Hon); 2. Jeff Tilton (Kaw); 3. Ty King (Yam); 4. Zachary Rund (Kaw); 5. Brad Shultz (Kaw).

125 BEG D-2: 1. 1. Rob Thornburgh (Suz); 2. Brian Hicks (Suz); 3. Mike Ulrich (Kaw); 4. Sam Hawley (Kaw); 5. Richie Sherman (Hon).

125 BEG D-3: 1. Kevin Shafer (Yam); 2. Chris Beach (Hon); 3. Chuck Kione (Kaw) (Kaw); 4. Jaime Knox (Yam); 5. Chad Doggett (Kaw).

125 JR D-1: 1. Richard Aldrich (Hon); 2. Charlie Flippen (Kaw); 3. Rich A. Quick (Suz); 4. Brittan Burlingame (Hon); 5. Andy Hernandez (Cag).

125 JR D-2: 1. Cole Gress (Hon); 2. Ronnie Densford (Hon); 3. Raymond Anthony (Hon); 4. Lance Goodman (Suz); 5. Scott Bristol (Hon).

125 JR D-3: 1. Kyan Carlisle (Kaw); 2. Pat Gomm (Hon); 3. Alex Rogers (Hon); 4. John Culwell (Kaw); 5. Jon Kuebler (Hon).

125 JR D-5: 1. Leon Cappa (Suz); 2. Jimmy Knight (Hon); 3. Shawn Howard (Hon); 4. Jon Berg (Suz); 5. Darin Driscall (Hon).

125 INT D-1: 1. Jeff Emig (Kaw); 2. Ryan Hughes (Yam); 3. Jeremy McGrath (Yam); 4. Chris Neal (Kaw); 5. Brian Gipson (Hon).

125 INT D-2: 1. Chad Peterson (Yam); 2. Terery Swanson (Cag); 3. Levi Noble (Yam); 4. Jimmy Lewis (Yam); 5. Richard Saxton (Yam).

125 INT D-3: 1. Ryan Hunt; 2. Bubba Erickson (Cag); 3. Todd Schini (Hon); 4. Justin Souza (Yam); 5. Stephen Phillips (Suz).

250 BEG D-1: 1. Ben Anderson (Hon); 2. Leonard Kilman (Yam); 3. Kris Tarbet (Cag); 4. Robbie Dunham (Yam); 5. Kenny Madden (kaw).

250 BEG D-2: 1. Rudy Chavez (Hon); 2. Robert Drew (Yam); 3. Mark Beckwith (Suz); 4. Greg Rosa (Hon); 5. Brian Peters (Yam).

250 JR D-1: 1. Ronnie Densford (Hon); 2. Stan Lundquist (Yam); 3. Charlie Flippen (Kaw); 4. Kevin Geyer (Yam); 5. Brian Fountain (Yam).

250 JR D-2: 1. Eric Guy Casas (Kaw); 2. Eric Bush (Suz); 3. Scott Bristol (Yam); 4. Troy Anthony (Hon); 5. Chuck Bagwell (Hon).

250 JR D-3: 1. Ryan Carlisle (Kaw); 2. Scott Takacs (Suz); 3. Scott Hoffman (Hon); 4. Jim Ryder (Yam); 5. Dannon Burg (Yam).

250 JR D-4: 1. Perrin Perez (Hon); 2. Kall Allen (Hon); 3. Ronnie Lee (Kaw); 4. Barney Wilson (Kaw); 5. Jim Carley (Kaw).

250 INT D-1: 1. Chad Peterson (Yam); 2. Jimmy Lewis (Yam); 3. Ray Crumb (Kaw); 4. P.J. Yacuk (Yam); 5. Grant Michaelson (Hon).

250 INT D-2: 1. John McGinnis (Hon); 2. Tod Sciacqua (Hon); 3. Terry Swanson (Hus); 4. Steve Hutner (Hon); 5. Dan Barnett (Suz).

250 INT D-3: 1. Phil Lawrence (Yam); 2. Tim Whitlock (Hon); 3. Eric Pucelok (Hon); 4. Chris Trickle (Hon); 5. David Noel (Cag).

250 INT D-4: 1. Jeremy McGrath (Yam); 2. Steve Philips (Suz); 3. Brian Sipson (Hon); 4. Peter Buggle (Yam); 5. Mike Henning (Yam).

500 BEG: 1. Leonard Kilman (Yam); 2. John Lea (Hon); 3. Jay Prenot (Yam); 4. David Shoemaker (Yam); 5. Arniz Fry (Yam).

500 JR: 1. David Fernandez; 2. Mark Brown (Hon); 3. Bryan Richardson (Yam); 4. Chuck Bagwell (Hon); 5. Mike Crawford (Yam).

500 INT: 1. Tim Whitlock (Hon); 2. Greg Smith (Hon); 3. Grant E. Michaelson (Hon); 4. Chris Sparks (Kaw); 5. David Bagwell (Hon).

WMN: 1. Vicky Jackson (Hon); 2. Sheryl Fedoraw (Hon); 3. Jillian Roth (Hon); 4. Bonnie Warch; 5. Debbie Mathews (kaw).

VET INT: 1. Dave Potts (Hon); 2. John Slingerland (Hon); 3. John Adams (Hon); 4. Thomas Potts; 5. Chris Burgeson (Yam).

OT JR: 1. Clive Cheffins (Hon); 2. Steve Dunlap (Hon); 3. Jay Biery; 4. Gary Doggett (Kaw); 5. Greg Young (Hon).

OT INT: 1. Leroy Smith (Hon); 2. R.D. Tuzinski (Hon); 3. Terry Pratt (Yam); 4. Frank Trier (Hon).

VET JR: 1. Kirk Chandler (Hon); 2. Mike Ronk (Hon); 3. Jim Hobbs (Hon); 4. Bob Dunham; 5. Edwin Sims (Kaw).

OT MSTR: 1. Bob Krah; 2. Werner Schutz (Kaw); 3. Leonard Shendler (Kaw); 4. Jim O'Neal (Hon); 5. Jim Saitone (Hon).

VET MSTR: 1. Mark White (Yam); 2. Jon Miller (Yam); 3. Tim Marsh (Hon); 4. Robert Casper (Hon); 5. John Dallare (Kaw).

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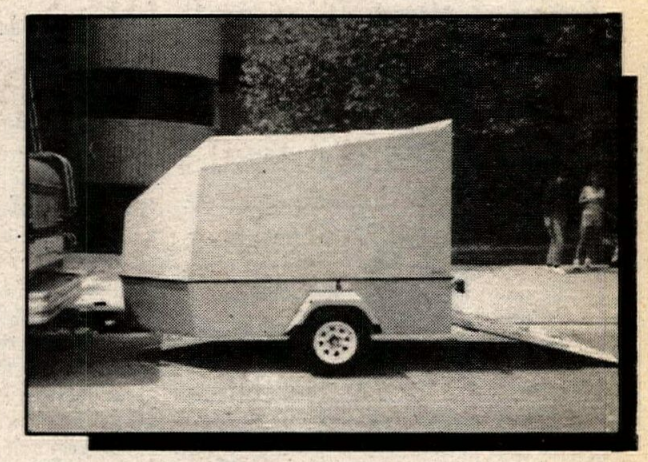

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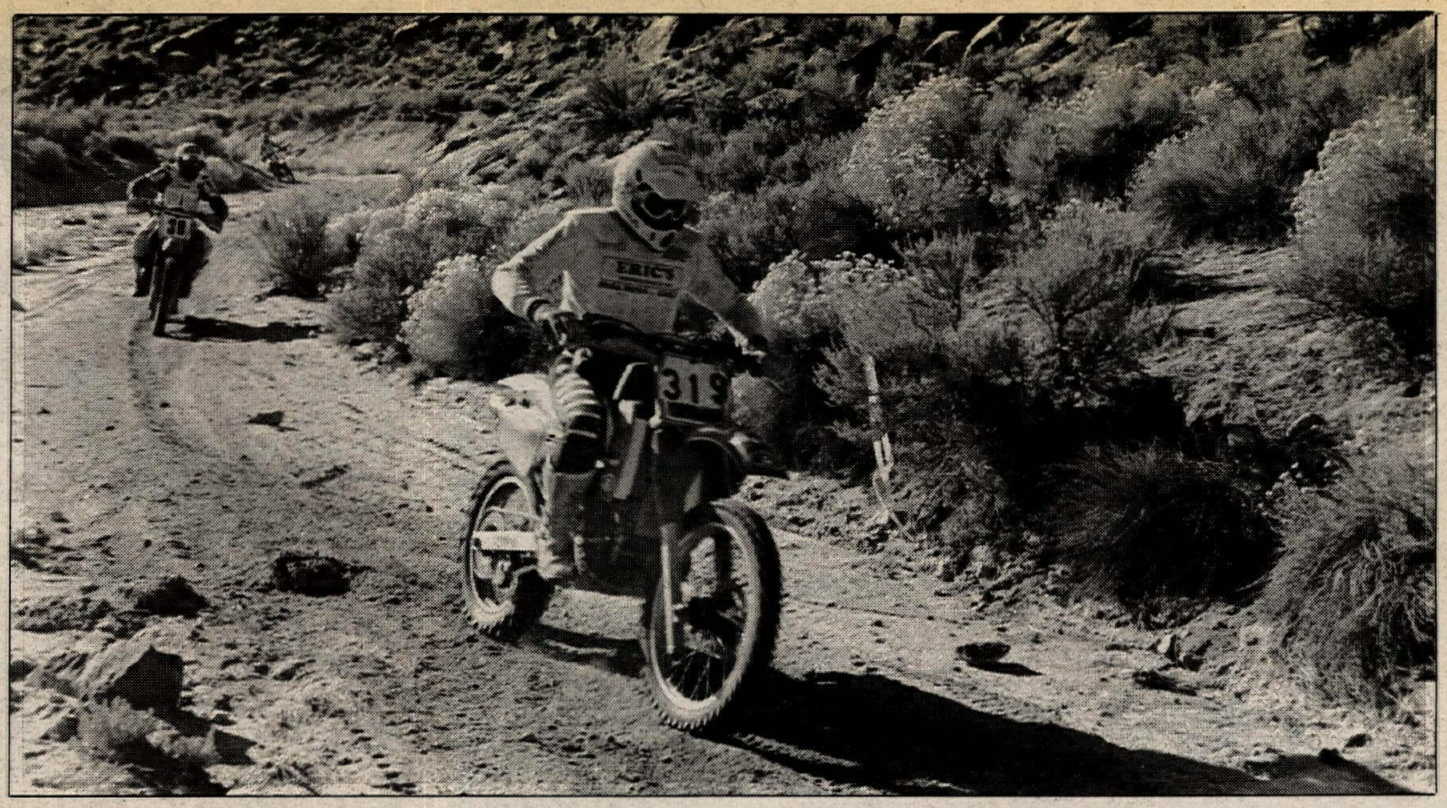

The Bureau of Land Management refutes claims that off-road riding in the desert is environmentally destructive.

BLM sets the S7 record straight

Photos by Tom Van Beveren

An S7 briefing book, published by environmentalists and distributed during U.S. Senate Hearings last July, is filled with misinformation, according to the Bureau of Land Management.

"The Sierra Club, Wilderness Society and National Parks & Conservation Association published a 70-page briefing book on the California Desert Protection Act (S7) in July 1987," the BLM said. "Unfortunately, it contains a great deal of misinformation that could mislead the public and the congress."

To correct misconceptions on how the desert would be affected by S7, which was written by the Sierra Club and introduced by U.S. Senator Alan Cranston (D-California), the BLM recently released a 47-page response to the briefing book.

Those portions of the BLM response which deal with off-road vehicles have been reprinted below. Excerpts have been edited for brevity.

Allegation: Activities in the desert have been abusive. OHV (off-highway vehicle) use has stripped more than a million acres in the desert.

BLM Response: This allegation lacks any scientific data, whatsoever. In fact, a respected study done by Dr. Peter Rowlands and Dr. John Adams in 1980 for the (California) Desert Plan documented only 60,000 acres heavily impacted by OHV use. Dr. Rowlands, a botanist now with the Death Valley National Park and Dr. Adams, a soil scientist, studied aerial photos and estimated that at most, one-half percent of the 12 million acres in the CDCA (California Desert Conservation Area) have been impacted by OHVs. They added that this is a "worst case" analysis and that the figure was probably even lower. The total designated "open" area acreage is slightly more than 500,000 of the 12.1 million acres of public lands in the desert. A relatively small percentage of many of the open areas are actually used.

Allegation: The 1970 Barstow-to-Vegas motorcycle race produced more than 660 tons of airborne particulate pollution (dust).

BLM Response: Studies show that where intensive OHV activity occurs (which is a very small portion of the desert as a whole) total suspended particulate (TSP) values return to normal within 48 hours. The impacts of the Barstow-to-Las Vegas race have been thoroughly analyzed in an environmental impact statement and the permits that have been issued have been sustained in the federal courts despite a suit brought by the Sierra Club.

Allegation: Under S7, more than 800,000 acres would remain dedicated to OHV activity.

BLM Response: The total open acreage in the CDCA is about 500,000 acres. Of that area, only a relatively small percentage is actively used because of natural site limitations, such as steep or rocky terrain.

Allegation: There is OHV use at the edges of the proposed additions (to the Joshua Tree National Monument, which would be increased in size and become a National Park under S7), as well as illegal OHV use into the canyons of the existing monument.

BLM Response: There is limited OHV access to the monument — three routes which are within the monument and are critical for management of the unit. There is some trespass from private lands (area is not blocked) onto public as well as monument lands. The Bureau is studying closing some limited routes which are not critical for monument access to reduce the potential for trespass.

Allegation: Myth: Off-road motorcycle and dunebuggy enthusiasts won't have any place to play. Fact: An area larger than Rhode Island and twice the size of Sequoia National Park would remain open for exclusive use of OHVs; 92 percent of current open areas would remain open; two sensitive dunes would be closed within Wilderness Study Areas (WSAs) that BLM inappropriately opened; and more than a million acres adjacent to existing roads could still be used by OHVs.

BLM Response: S7 would close about 68,000 of the 538,000 acres of OHV open areas. That amounts to only 87 percent, not 92 percent, of the original acreage remaining available for this use. The two sensitive dunes mentioned are probably South Algodones and Rice Valley. Because of low use levels and the fact that their wilderness values are not being impaired, both areas are currently open to OHV use. BLM monitors these areas to ensure full compliance with the nonimpairment criteria of the Federal Land Policy and Management Act (FLPMA). Of the 12.1 million acres in the CDCA, S7 would close 8.8 million (acres) within proposed wilderness areas to all OHV use.

Allegation: A total of 836,608 acres is designated as open for OHVs in (the California Desert) Plan. Two dunes (South Algodones and Rice Valley) are WSAs and inappropriately opened. Algodones is also in Class L (limited use).

BLM Response: The figure is incorrect. The Bureau has about 500,000 acres designated as open for OHV use. The percentage of use in these areas is actually small. Because of low use levels and the fact that their wilderness values are not being impaired, both of the dunes cited are currently open to OHV use. BLM monitors these areas to ensure full compliance with the nonimpairment criteria of the FLPMA.

Allegation: S7 would close off 64,230 acres of open areas to OHVs. But 772,378 acres (92 percent) would remain unaffected.

BLM Response: The figures cited are inaccurate. S7 would close 68,000 acres of areas designated as open. This would leave only 470,000 acres open.

Allegation: Areas within limited class have been opened for unrestricted OHV use.

BLM Response: The example of

areas within "limited" class management zones being opened for unrestricted OHV use is misleading. Generally, OHV use within the "limited" class management zones is restricted to approved routes of travel that meet specific criteria relating to use, alternative routes, and potential adverse impacts. However, certain areas, such as the Imperial Sand Dunes, are open to vehicular travel. . .because routes of travel cannot be readily delineated.

Allegation: The net effect of six years of amendments (to the Desert Plan) has been to exacerbate (the) plan's shortcomings and leave land vulnerable to damage. Example: (The) Barstow-to-Vegas desert race, halted in 1975 because it was too damaging; (a) 1982 amendment reactivated it, allowing 1000 motorcycles to traverse a WSA and (the East Mojave) Scenic Area. (The race is) now moved to avoid (the) WSA, but still degrades the race course area.

BLM Response: This statement implies an unplanned, prolific event which is not based on the facts or legal review. The B-to-V race is managed through the permitting process and has with it a set of stipulations which address the resource concerns. This permit, supported by a comprehensive environmental impact statement, has been sustained by the courts as having addressed the environmental issues without creating unnecessary damage. The courts found the route to be acceptable as a whole and (that the race) is a well-controlled event.

Allegation: OHV users inflict immense damage on plant and animal life, soils, archeological resources and air quality.

BLM Response: The use of the term "immense" is not quantifiable and alludes to uncontrolled use in the desert that does not exist. This is a gross exaggeration of the facts.

Allegation: Scientists have warned that OHVs, if not controlled, have potential to completely alter the vegetation and landscape of the desert.

BLM Response: OHV use is being controlled by the Desert Plan and many in the scientific community endorse BLM's efforts. In fact, BLM has, over the past 20 years, closed substantial portions of the desert to OHV use. In many cases, areas are being closed to protect vegetation and other special values, or managed to sustain use without continuing resource damage. In fact, the Bureau has not opened any "new" areas even as a result of the Desert Plan. In addition, it is important to remember that millions of acres in the desert are not even appropriate or desirable for OHV recreation because of terrain, rocks or hazards.

Allegation: In less than 20 years of use, OHVs have scarred one million acres of public lands in (the) desert.

BLM Response: This allegation is totally unsupportable. Only 60,000 acres have been substantially affected by OHV use. Areas often cited as damaged are the Antelope and Victor Valleys, which happen to be mostly private, not BLM public lands.

Allegation: Moderate OHV use reduced vertebrate biomass (desert animals) by 60 percent. Animal loss rose to 75 percent in heavily used areas.

BLM Response: Concentrated OHV use does indeed impact wildlife in the immediate vicinity. However, these impacts diminish rapidly with distance from the race course or road. OHVs are a legitimate land use which will continue in the desert with or without S7. BLM's Desert Plan controls OHV use and open areas. Race courses have been

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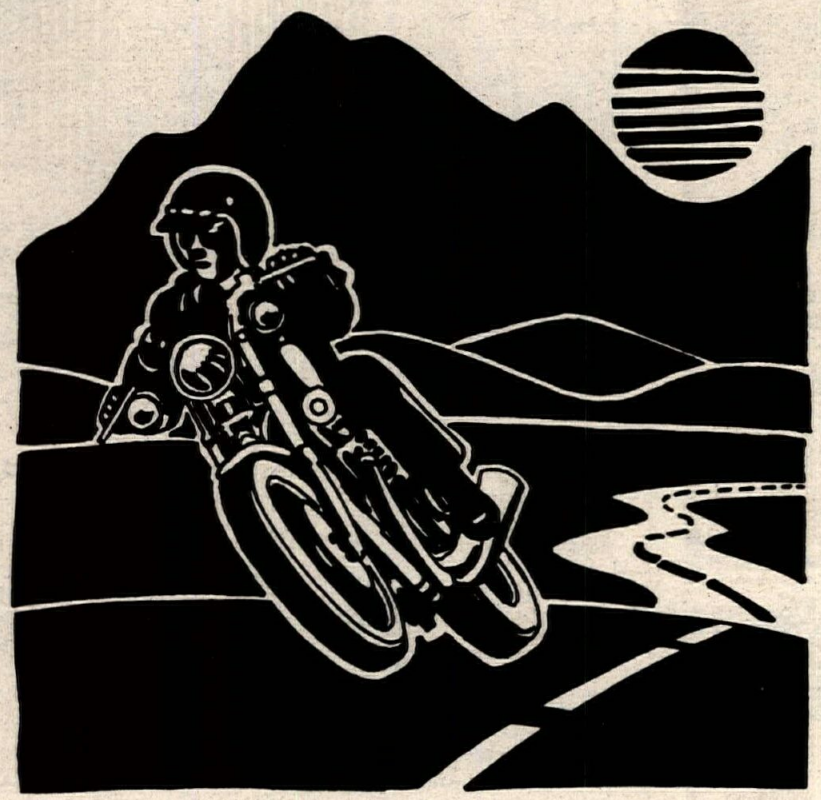

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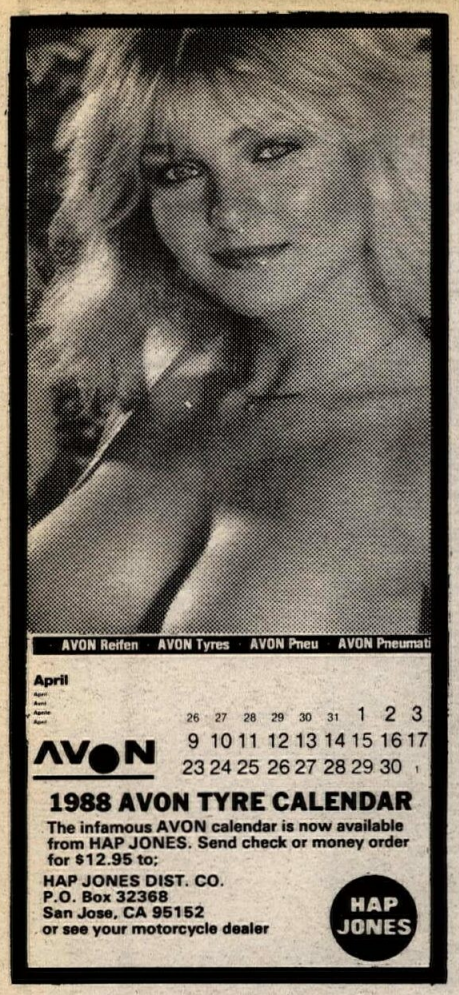

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The California Desert Protection Act (S7) would close most the of the California desert to off-road riding.

designed to minimize impacts to wildlife. It is better to have heavy impact on a small percentage of the desert than light-to-moderate disturbance over the majority of the desert.

Allegation: The Barstow-to-Vegas race reduced small rodent population, i.e. ground squirrels and kangaroo rats, by 90 percent in race area.

BLM Response: The 90 percent reduction was on the race course itself, immediately following the event, which covered 152 linear miles and only 800 acres. Again, this sort of impact. . .is to be expected on intensive use areas. The effect on desert-wide populations is insignificant.

Allegation: Small desert mammals burrow into ground to escape heat; animals are maimed or killed when OHVs pass overhead; burrows are destroyed; soil is compacted so they can't build burrows. Kangaroo rats survive on acute hearing; noise from OHVs bursts eardrums.

BLM Response: It is conceivable that a kangaroo rat's eardrums might be ruptured by noise from an OHV passing within a foot or two of the animal. However, it is more likely that individual kangaroo rats would move before OHVs came (that) close. In any case, ruptured eardrums due to noise from OHVs does not have any documented effect on kangaroo rat populations in the California desert as a whole.

Allegation: (The) desert tortoise is vulnerable to wheels of passing OHVs. Animals breed slowly and OHV impacts can destroy breeding capacity.

BLM Response: BLM has established a 16,000-acre Desert Tortoise Natural Area to protect one of the densest known populations of this species. In addition, the CDCA Plan designated six areas within identified tortoise habitats as areas for long-range management. Since 1980, two more planning areas have been designated. Three areas, comprising a total of 122,000 acres, including private lands where tortoise densities are particularly high. . .were designated as Areas of Critical Environmental Concern (ACECs). Five additional areas comprising a total of 1,509,000 acres were designated as Desert Tortoise Crucial Habitat Management areas. Special, intensive mangement of all these tortoise areas is ongoing.

Allegation: OHV use scares shy animals, like bighorn sheep, away from watering holes.

BLM Response: OHVs do not significantly conflict with bighorn sheep. OHV use in the vicinity of bighorn sheep waters is light. The majority of the rugged habitat used by bighorn sheep is not suited to OHV use.

Allegation: Meadowlarks and other ground nesters are vulnerable to OHV use in nesting season, which is the peak season for motorcycle use.

BLM Response: Ground nesters are definitely vulnerable to OHV impacts during the nesting season. However, these species occur throughout the desert.

Allegation: Moderate OHV use reduces shrubs by 50 percent; heavy OHV use resulted in 70 percent decline. In areas where OHVs congregate, biomass (all plant life) was reduced by 95 percent.

BLM Response: The basis of these percentages is a 1977 study of 16 sites in the California desert. The 16 sites were located in only four areas of the western Mojave Desert. Eight of the 16 sites were undisturbed and served as controls. The four areas chosen for the study were not randomly selected; rather, they were selected because of concentrated OHV use. Problems of study design aside, the fact is that the total vegetation disturbed by OHV activity in the CDCA, as a whole, is very small. In a study done in 1980. . .it was estimated that, at most, one half of one percent, or about 60,000 of the 12 million acres in the CDCA, "have been impacted by OHVs in some form or another." The scientists considered this "a worst case analysis." They concluded the actual acreage disturbed was probably much less.

Allegation: (A) common shrub, creosote, is (a) frequent victim of OHV damage. Once damaged, (it) takes decades to recover; some creosote rings date back to (the) ice age; one OHV race cut a swath three to six feet through three miles of virgin creosote bushes.

BLM Response: (The) creosote bush is extremely common. In few areas of the CDCA does it form clonal rings. The most significant of these clones. . .receive protection through the Desert Plan. Elsewhere, the loss of a few creosote bush plants is not worthy of the level of concern given in the above paragraph. A "three-to-six foot swath three miles long" would total less than one acre. This degree of disturbance would translate into a loss of slightly more than 50 plants. Given the many millions of creosote bush plants in the CDCA, this hardly seems significant.

Allegation: OHV use helps to spread alien plant species into new areas.

BLM Response: Although the spread of alien plant species by OHVs is certainly possible, it is doubtful that much of this spread is attributable to OHV use.

Allegation: OHV use can cause trememdous erosion damage. In Jawbone Canyon, an open OHV area, soil mantle has been entirely removed and bedrock is literally being quarried by OHV passage.

BLM Response: While this area is severely impacted, most of the desert is not. Free play areas have been established with the knowledge that heavy use will cause some local impacts. By confining such use to a few small areas, the majority of desert resources can be protected while still being available for OHV use.

Allegation: Soil erosion causes air pollution. A single, one-day motorcycle race in 1974 produced more than 600 tons of airborne dust. Santa Ana windstorms of 1973 originated from (an) area denuded of vegetation by heavy OHV use.

BLM Response: Dust emissions occur in areas of intensive use, which is only slightly more than one percent of the entire CDCA. Even in areas where fugitive dust occurs, TSP values return to normal within 48 hours. TSP measurements may approach background values in less than 100 meters upwind of the event. The rest of the allegation is unsupported by scientific data.

Allegation: S7 is needed to stop the piecemeal destruction of desert resources.

BLM Response: The desert is being adequately protected by the California Desert Plan. The plan is a unique and comprehensive document developed with extensive research, four years of intensive public involvement, and tens of thousands of comments concerning resource values and proper uses of the desert's resources. It was accepted by conservation interests as a great step forward, nationally recognized

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by major planning organizations, and approved by both Democratic and Republication administrations.

Allegation: Myth: Proposed wilderness areas contain many miles of roads used by thousands who will lose access. Fact: The proposed wilderness areas are "roadless" as required by federal law. There may be some primitive trails.

BLM Response: (This myth) is not a myth; it is a fact. The confusion lies in the definition of what constitutes a road and how important roads are for access to desert areas. Although the areas proposed for wilderness designation in S7 contain no improved or mechanically maintained roads, they do contain many "ways" which are maintained solely by the passage of vehicles. The ways currently provide essential access for recreational and other users of these areas — access that would not be permitted under wilderness designation. Such access is especially important in desert areas where severe environmental conditions often make nonvehicular means of access impractical and even dangerous.

Allegation: S7 will close only about 1500 miles of ways shown on BLM maps in proposed wilderness; another 1500 miles of routes will form perimeter roads; and 700 miles of dirt routes have been cherry-stemmed into wilderness units.

BLM Response: S7 will close over 2200 miles of quality access routes. This will have a serious effect on existing access for many uses and will concentrate use into other areas.

Allegation: S7 is the next logical step in the planning process.

BLM Response: S7 scuttles years of planning and public participation that cost $8 million and destroys a carefully developed plan that achieves balance among competing users. S7 is a dramatic and abrupt change of direction from the 1976 Federal Land Policy and Management Act which is currently being carried out by BLM.

Allegation: S7 would not close roads or limit vehicle access to the desert.

BLM Response: Access is a critical issue in a desert environment. Closures of small segments can create extensive detours or seriously affect recreation opportunities. S7 would close over 2200 miles of critical routes. S7 would also limit further expansion of access for recreation. . .to the eight million acres of proposed wilderness.

Allegation: Tracks from maneuvers conducted by General George S. Patton in 1942 are still visible in the desert.

BLM Response: Although much has been written about the visibility of scars left as a result of General Patton's tank maneuvers, there is little truth to the allegation. Some of the tracks are still visible from the air, but most have been erased by nature. Also, many of the tracks attributed to World War II maneuvers actually occured much later, during Operation Desert Strike in 1964. Finally, it is difficult to equate the marks left by hundreds of heavy-tracked tanks operating in close formation to tracks left by lightweight, rubber-tired cycles.

Allegation: For every mile of desert travel by a four-wheeled vehicle, 3.3 tons of soil is displaced.

BLM Response: The figure (3.3 tons) is misleading and cannot be applied to the desert across the board without significant error. Other studies have shown once a trail is established, there are only small amounts of displacement over time. Since most trails/ways are well established, a figure of less than that quoted would result. •

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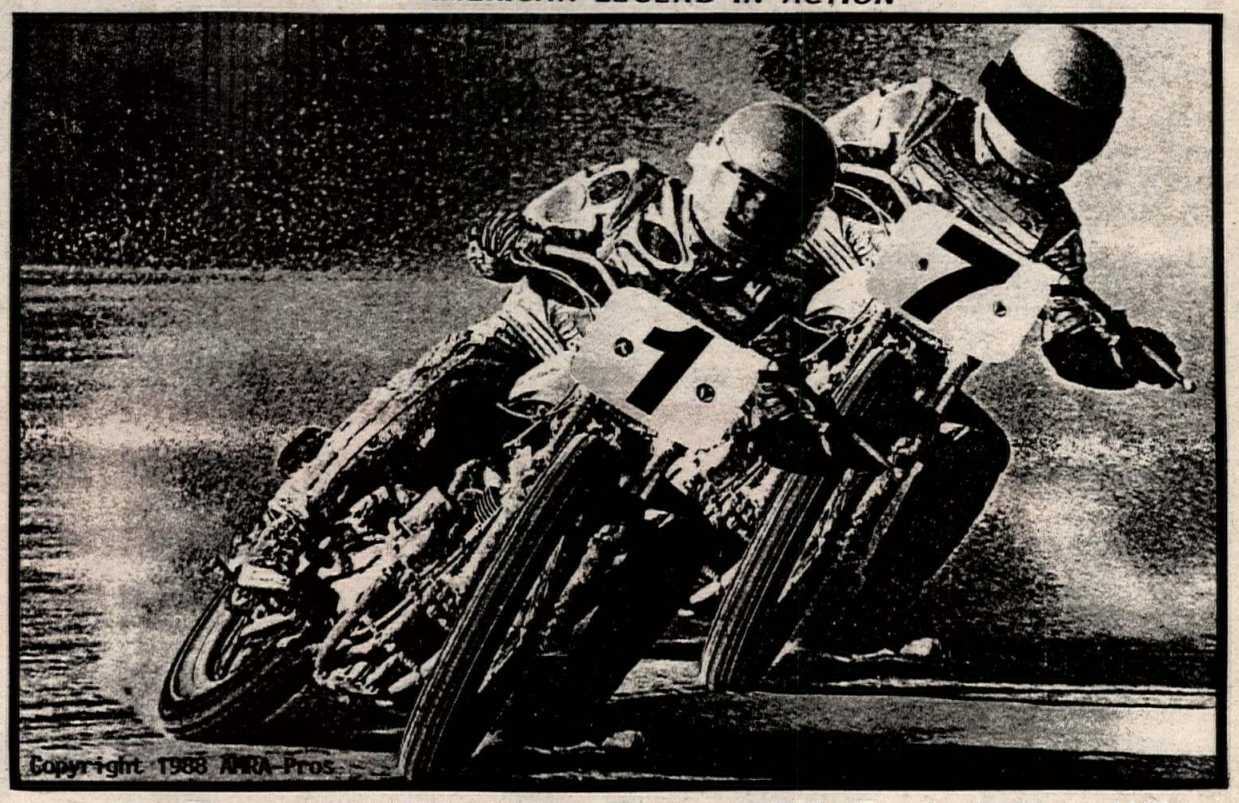

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Wed. 2/24	Palatka/Satsuma, FL	¼ mi.
Thurs. 2/25	Ocala, FL	⅜ mi.
Fri. 2/26	Tampa, FL	½ mi.
Sat. 2/27	Tampa, FL	½ mi.
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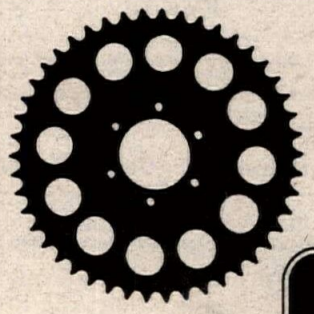

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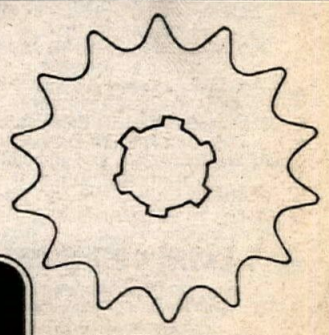

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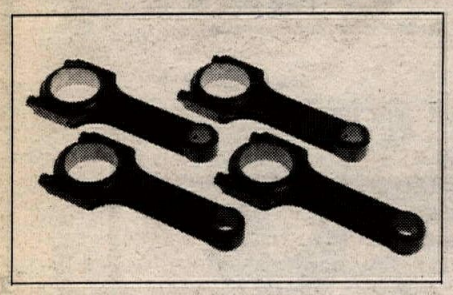
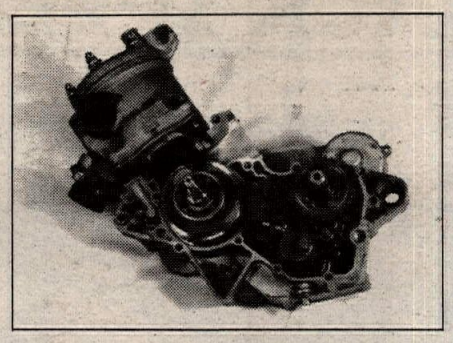
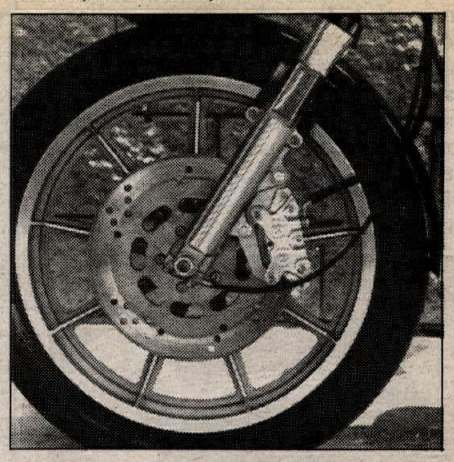


Yoshimura Research and Development of America now has Carrillo rods for Suzuki's GSXR 750/1100. Manufactured to Yoshimura specs, the rods are made of heat treated SAE 4340 steel fully machined to remove surface imperfections and are balanced and shot-peened for strength and durability. Retail price is $147.00 each. For more information contact Yoshimura, Dept. CN, 4555 Carter Court, Chino, CA 91710, 714/628-4722 or 627-9249.



Downers Grove Yamaha offers mail-order engine rebuilding services for all Yamaha two-stroke dirt bikes and claims to have a complete stock of parts so the work is done fast to Yamaha specs. DGY gives a 30-day warranty on total engine rebuilds and offers free engine shipping crates. For more information call or write DGY, Dept. CN, 330 Ogden Ave., Downers Grove, IL 60515, 312/971-2677.

Supertrapp's 4 into 1 exhaust system for the BMW K100 series is made of stainless steel and is tipped with Supertrapp's patented diffuser disc system which can be tuned in terms of power, sound and jetting. Available for $379.95 from Supertrapp, Dept. CN, 1222 Research Park Dr., Davis, CA 95616, 916/756-5069.



Performance Machine's high performance brake calipers and brackets are set up specifically for late model Harley-Davidson FX and Sportster forks. The caliper bracket bolts to the

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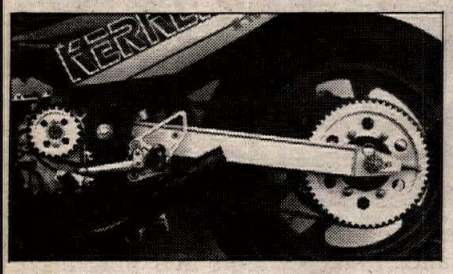
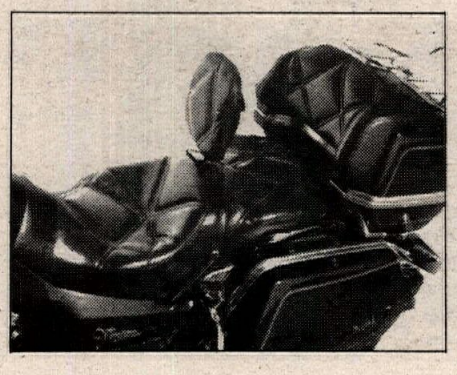
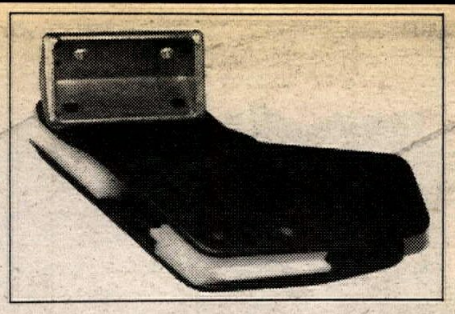
stock caliper mounts and uses the stock brake discs. Performance Machine claims that the four-piston, two-pad billet aluminum caliper increases swept pad area contact on the disc for more controlled braking power with less effort. The front brake system retails from $190.00. For more information contact Performance Machine, Inc., Dept. CN, 15520 Illinois Ave., P.O. Box 927, Paramount, CA 90723, 213/634-6532.



Now available from Competition Werkes for the Kawasaki 600 Ninja is the high performance belt drive system. Competition Werkes claims that there are fewer adjustments, a smoother and quieter ride, lighter weight than conventional chain and sprockets, and more horsepower to the rear wheel due to reduced friction. The system is as easy to install as stock chain and sprockets and is guaranteed to outlast any conventional chain and sprocket drive. The complete conversion kit retails for $359.95. For more information contact Competition Werkes, Dept. CN, 7021 E. Alondra #7, Paramount, CA 90723, 213/602-1319.

Corbin's complete touring saddle for the Yamaha Venture features a reclined front bucket, lumbar lever operated driver's backrest and expanded rear seat. The backrest provides 18 in. of back support and can be removed from the saddle or folded forward, has a storage pocket, and the angle is adjustable. The rear seat is larger, allowing the passenger to lean up against the trunk without sliding forward. Constructed in the U.S., the saddle sells for $219.00 without the backrest; the backrest runs $92.00. For more information contact Corbin, Dept. CN, 123-C Lee Rd. Box 1562, Watsonville, CA 95077-1562, 800/538-7035 (USA) or 800/662-6296 (CA).





W.L.&J. Enterprises' chain guide and chain guide support fits all 1984-88 Kawasaki KDX200s and completely replaces the stock guide. Made of aluminum with long-lasting wear blocks, the guide sells for $25.95. The wear blocks also fit all KX motocross models and sell for $5.75. The chain guide support prevents the chain from derailing and sells for $11.95. For more information contact W.L.&J. Enterprises, Dept. CN, 17841 67th Ave., Tinley Park, IL 60477, 312/532-3904. •

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EXPERTS

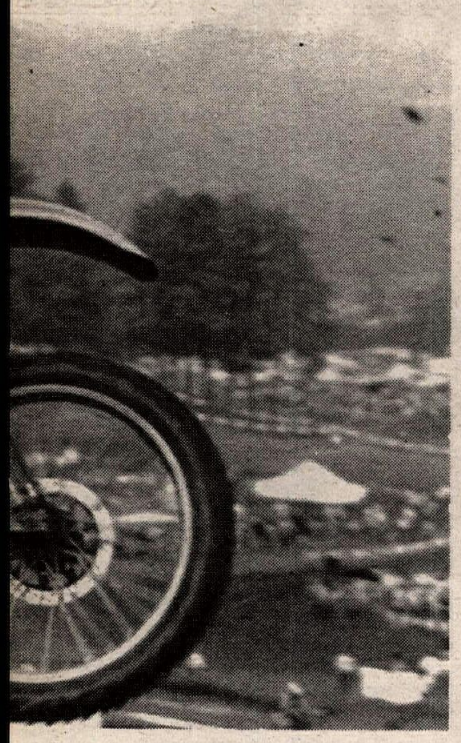

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PHOTO BY DAVEY COOMBS

Mike Jones captured the main event victory on Saturday at the two-day World Sports/USHRA Arenacross Championships in New York.

Coen, Jones win NYC Arenacross

By Davey Coombs

NEW YORK, NY, JAN. 2-3

Suzuki-mounted Carlo Coen pulled off an upset main event win while Yamaha's Mike Jones continued his indoor rampage at the two-day World Sports/USHRA Arenacross Championships in New York City's Madison Square Gardens. The Gear/Spectro/Smith/Dirt Digits-backed Jones opened the action on Saturday with a come-from-behind win over Brian Carroll and Davey Coombs. In Sunday's finale Coen took advantage of a late slip by Jones to hand Suzuki it's first World Sports Arenacross win of the winter season. Jones rebounded for second with Carroll a consistent third.

The Manhattan Arenacross was the second such event in the New York City area in the past two months. Long Island had hosted a doubleheader round of the indoor motocross series that was completed with other motorsports events in November before approximately 35,000 fans. The latest doubleheader round attracted two near capacity crowds totalling 37,000 fans, for the two days of racing.

Saturday's racing got underway with qualifying rounds that would narrow the field to 12 riders for the main. Bell/Smith/Answer-backed David Hand opened the action with a heat one win over Jones and Yamaha pilot Todd Wolfe. Mark Lachowicz won heat two while Steve Crowe pushed his Yamaha into the final behind Lachowicz. In heat three Kurt McMillen out-leaped Coombs to take the race. Joining the final field with consi wins were Carroll and Coen, with Honda pilot Dickie Bellora and Kawasaki-mounted John Ryan running in the runner-up positions.

When the green flag flew for the final it was Coombs taking a quick inside line to the lead ahead of Hand, Jones, Crowe and Lachowicz. Ryan, Bellora and Brian Stanley were left picking their rides up after a turn one tangle sent them sliding into the hockey boards. Within a lap Jones was past Hand and into second, with Carroll rising quickly through the pack from a seventh-place start to third. On lap four Hand dropped his Honda through the whoops and lost five spots, allowing Crowe and Lachowicz back into the top five.

Just after the halfway point lappers began to fill the corners and Jones was able to quickly reel Coombs in. On lap seven Jones grabbed an inside line under the leader and out-jumped the Honda to take over the top spot. Positions would remain the same until the white flag, when Carroll used the same line around Coombs for second and a late charge by Hand and McMillen culminated in top five finishes for both.

Sunday's qualifying rounds saw Hand again on top in heat one, but heat two belonged to Jeff Glass. The Honda pilot was able to outgun Coen, Carroll and Bellora for the lead spot. Heat three was won by Coombs with McMillen less than a bike length behind. Consi transfers included Jones, Stevie Herman and Yamaha-mounted Rodney Phillips.

When the flag flew for the final it was Coen jumping out in front with Jones, Glass and Carroll filling in the next few positions. Left lying on the ground early in this one were Combs, Hand, Lachowicz and Crowe. On lap two Jones shot by Coen through the back section and appeared headed for the weekend sweep. But just after the halfway point Jones got tangled with a backmarker and dropped his Yamaha in a rut-filled corner. Coen quickly inherited the lead while Carroll, Glass and Herman began sorting themselves out futher back in the pack. Jones was right on Coen when the white flag fell, but Coen held tough and handed Suzuki it's first arenacross win. Behind Jones came Carroll, Glass and Herman.

For his weekend efforts Jones claimed nearly $700.00 in prize money and catapulted into the top 10 in the series standings after four rounds.

Results

SATURDAY: 1. Michael Jones (Yam); 2. Brian Carroll (Kaw); 3. Davey Coombs (Hon); 4. David Hand (Hon); 5. Kurt McMillen (Hon); 6. Mark Lachowicz (Kaw); 7. Brian Stanley (Yam); 8. Jeff Glass (Hon); 9. John Ryan (Kaw).

SUNDAY: 1. Carlo Coen (Suz); 2. Michael Jones (Yam); 3. Brian Carroll (Kaw); 4. Jeff Glass (Hon); 5. Steven Herman (Kaw); 6. Rodney Phillips (Yam); 7. Brian Stanley (Yam);8. Steve Crowe (Yam); 9. Mark Lachowicz (Kaw); 10. David Hand (Hon).

Chavira charges to Perris GP win

By David Procida

PERRIS, CA, JAN. 3

Eric Chavira won the 80cc Novice class after leading from start to finish at the California Racing Club's New Year's Grand Prix at Perris Raceway.

Chavira, aboard a Valley Honda, grabbed the holeshot followed by Yamaha-mounted Tony Amaradio and Kelly Poor. Chavira and Amaradio began to pull away from Poor. Amaradio continued to close on the lead Honda of Chavira, but time ran out with Chavira taking the overall win. Poor followed the pair in the third overall position.

When the flag dropped for the Women's Expert class the Kawasaki of Mindy Smith was the first bike off the line and into the first corner leading Tami Rice and Bonnie Warch, both on Suzukis.

In the Expert class things began happening to the front runners. First, Smith missed a corner, giving the lead to Rice and moving Warch to second. Then Rice blew a shift at the top of the esses giving Smith, who had charged back up into second, back the lead. Smith started to pull away at this point and was the only rider to continually clear a small set of double jumps, which helped build a big cushion on Rice. Smith went uncontested to the finish, followed by Rice and Warch.

In the Novice ranks Melanie Parkes chalked up her first win of the year with Janet Mathews taking second and Susan Green rounding out the top three slots.

In the Vet Beginner class Gus Zielke led from start to finish to make his first Vet ride a very successful one. He backed this up by taking another win in the 125cc Beginner class. David Prichard and Phil Davy rounded out the top three positions in the Vet class.

In the Vet Novice action Richard Whitaker led KTM-mounted Monte Prichett, Russell Long and Phil Gallagher around the motocross section of the track. On the sixth lap Anthony Procida, who started near the back when his Honda wouldn't start, moved to second and closed the gap on the white flag lap. But the checkered flew for Whitaker with Procida only a short distance behind. Pritchett rounded out the top three spots.

In Vet Intermediate action, Lee Amaradio Jr. held off the charges of Honda-mounted Frank Mierau and Pro Cycle's Lewis Wright for his first win of the new year.

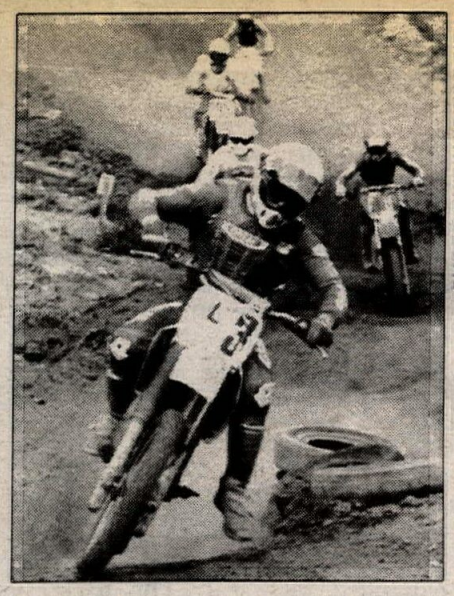

PHOTO BY DAVID PROCIDA

Jeff Barbacovi took second in the 125cc Int. class at Perris.

Results

WMN EX: 1. Mindy Smith (Kaw); 2. Tami Rice (Suz); 3. Bonnie Warch (Suz).

WMN NOV: 1. Melanie Parkes (Yam); 2. Janet Mathews (Hon); 3. Susan Green.

SR EX: 1. Jim Berry; 2. Ron Cole (Suz); 3. Bill Dennis (Hon).

SR NOV: 1. Richard Wilson (Cag).

VET BEG: 1. Gus Zeilke (Kaw); 2. David Prichard; 3. Phil Davy (KTM).

VET NOV: 1. Richard Whitaker (Hon); 2. David Procida (Hon); 3. Monte Pritchett (KTM).

VET INT: 1. Lee Amaradio Jr. (Yam); 2. Frank Mierau (Hon); 3. Lewis Wright (KTM).

80 BEG: 1. Steve Delight (Hon).

80 INT: 1. Tony Amaradio (Yam).

80 NOV: 1. Eric Chavira (Hon); 2. Jack Lox; 3. Brian Hubert (Hon).

125 BEG: 1. Gus Zielke (Kaw); 2. Charlie Beck (Hon); 3. Max Shelton (Hon).

125 NOV: 1. Van Bogardus (Yam); 2. Gary Hollon (Hon); 3. Jeff Ratzloff.

125 INT: 1. Scott Murphy (Kaw); 2. Jeff Barbacovi (Yam).

250 BEG: 1. Chris Nelson (Hon); 2. Paul Madigan (Hon); 3. Joe Buckner (Hon).

250 NOV: 1. Will Dickson (Yam); 2. Greg Thornton; 3. Rick Gallahan (Suz).

250 INT: 1. Todd Broussard; 2. Tony Qualls (Yam); 3. Everret Neal.

250 PRO: 1. Murray Shackelford (Suz); 2. Grant Palenske (Hon).

OPEN PRO; 1. Paul Kraus (Kaw).

500 BEG: 1. Byron Green (Yam); 2. Daniel Quin; 3. Mike Thompson.

500 NOV: 1. Ron Shuler (Kaw); 2. Michael B. Logan (Hus); 3. Jeffrey Clausen (Kaw).

500 INT: 1. Anthony Cabodi; 2. George Andrews (Hon); 3. Tom Webb.

Hopperstad flies at Firebird RR

By Michael Ross

CHANDLER, AZ, JAN. 3

John Hopperstad set the pace at the first round of the AMA/CCS Sprint Series at Firebird International Raceway. Hopperstad took wins in the Heavyweight Superbike and Heavyweight GP classes.

In the Heavyweight Superbike race Hopperstad had the holeshot with Kelly Byrd, Dale Kieffer and Mike Williams in tow. Hopperstad led the first eight laps but Byrd dove past to lead lap nine as they pulled away from Kieffer. Byrd upped the pace once out front and turned a string of 1:09s but Hopperstad wouldn't let go and outbraked Byrd in turn one to take the lead. Byrd repassed in turn two, only to have Hopperstad retake the lead with an outside turn three pass. Byrd tried to repass but Hopperstad was pitching his Yamaha hard into the infield esses and held his lead to the finish line.

Kye Gunn had the holeshot in the combined Unlimited and Heavyweight GP class, but Byrd overtook Gunn's 1100 and led Gunn, Kieffer and Hopperstad into turn one. Byrd led Gunn by three seconds on lap two as Hopperstad passed Kieffer and then Gunn on the next lap. Hopperstad closed in on Byrd on the next lap and took the lead when Byrd missed turn eight and went off the track. Byrd re-entered the track, passed Hopperstad and led the next lap, but Hopperstad out-powered him down the straight to retake the lead. Byrd's ignition system was acting up and as the race wore down to the closing laps, Hopperstad pulled farther and farther ahead, finally finishing two seconds ahead of Byrd on his Jolly Rancher/Rock Oil/Boulder Yamaha/Shoei/Bates/Avon-backed FZR. Gunn and Kieffer diced for third until the last lap with Gunn getting the checkers first.

Results

GTO: 1. Kelly Byrd (Yam); 2. Kye Gunn (Suz); 3. Greg Nichols (Yam); 4. Michael Beel (Suz); 5. Gary Burnham (Yam).

GTU: 1. John Hjelm (Suz); 2. Rick Blander (Yam); 3. Thomas Eatman (Hon); 4. Derek Mulligan (Hon); 5. Geronimo Standridge (Hon).

U/L S/BK: 1. Kye Gunn (Suz); 2. Greg Nichols (Yam); 3. Stu Morrison (Kaw); 4. Jim Jaquette (Suz); 5. Brian Enos (Suz).

H/W S/SPT NOV: 1. Jay Phillips (Suz); 2. Dino Bidson (Suz); 3. John Burgoyne (Hon); 4. Tar Rawls (Hon).

H/W S/SPT EX: 1. Scott Willock (Yam); 2. Lance Baker (Hon); 3. Alan Lee (Suz); 4. Michael Beel (Suz); 5. James Mueller (Suz).

H/W S/BK NOV: 1. Dino Bidson (Suz); 2. John Burgoyne (Hon).

H/W S/BK EX: 1. John Hopperstad (Yam); 2. Kelly Byrd (Yam); 3. Dale Kieffer (Yam); 4. Mike Williams (Hon); 5. Greg Nichols (Yam).

H/W GP: 1. John Hopperstad (Yam); 2. Kelly Byrd (Yam); 3. Dale Kieffer (Yam).

M/W S/SPT NOV: 1. Tom Cooper (Kaw); 2. Peter Bernal (Hon; 3. Morgan Deegan (Hon).

M/W S/SPT EX: 1. Scott Willock (Yam); 2. Mike Williams (Hon); 3. Joe Serbin (Hon); 4. Michael Ross (Yam); 5. Thomas Eatman (Hon).

M/W S/BK NOV: 1. Peter Bernal (Hon).

M/W S/BK EX: 1. Mike Williams (Hon); 2. John Hjelm (Suz); 3. Diane Dietzel (Kaw); 4. Al-Nageed Tarik (Yam).

M/W GP: 1. Mike Williams (Hon); 2. Tom Eatman (Hon); 3. Diane Dietzel (Kaw); 4. Tom Dahl (Yam); 5. Al-Nadeeh Tarik (Yam).

L/W S/SPT EX: 1. Troy Griffith (Yam).

I/W S/SPT NOV: 1. Allum Tom (Yam).

L/W S/BK NOV: 1. Allum Tom (Yam); 2. Wade Woodard (Yam); 3. Jay Peacock (Yam).

L/W S/BK EX: 1. Joe Shelton (Yam); 2. Norm Benedum (Suz); 3. John Come (Hon).

L/W A/C S/BK: 1. Joe Shelton (Yam); 2. Norm Benedum (Suz).

"In my job I eat and sleep motorcycle magazines and I like *DIRT RIDER*."

—Bob Hannah

PHOTO: DICK LAGUE

Name: Bob "Hurricane" Hannah

Occupation: Factory MX rider, U.S. Suzuki

Job description: "I'll be riding about 15 races this year, including the 250cc Nationals, the Florida series, and the Seattle and Daytona supercross events, mainly on R&D and public relations for Suzuki."

Riding history: "My father has ridden motorcycles all his life and still does 25,000 miles a year or better in the dirt and on the street. I rode around with him until I was seven and then I got out of high school in '74 and my first really big win was probably the Florida series in '76."

Track record: 1976—125cc National Champion; 1977—Supercross Champion; 1978—Supercross Champion, 250cc National Champion, Trans-AMA National Champion; 1979—Supercross Champion, 250cc National Champion.

Riding preference: "I don't do much playriding anymore because I ride for a living. I do ride in the desert in the winter—about 50/50 training and playing. When I'm not racing I fly around in planes. I have two of them— one for business and one to play in. Motocross has been really great to me, I wouldn't change it for anything. About the only thing I would rather have done is be a test pilot."

Advice for aspiring racers: "Lots of work. Devote 100 percent of the time—do it or don't even bother, because that's what it will take."

Magazine: "In my job I eat and sleep motorcycle magazines and I like *DIRT RIDER*. It's professional and thorough and appeals to all types of riders. Take my column, "Bob Hannah's Racing Techniques," which is an offshoot of the motocross schools I've taught and provides easy tips for those guys who are coming up. It's not really aimed at the expert rider, but at the beginning or intermediate racer or trail rider. I think it's nice that *DIRT RIDER* is concerned about it's entire readership and will run something like that. They don't do it for their own benefit or my benefit but for the benefit of the readers. They say they like it and to keep on doing it, so we do."

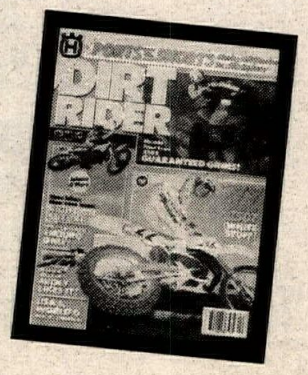

PHOTO BY KAT LAWSON

Todd Harris claimed second place in the South Texas Hare Scrambles Series' finale at Hidden Valley; Kent Howerton won.

PHOTO BY DERRYL ANDERSON

Don Boespflug fought his way to the front in both Open Junior motos to claim the overall victory at Woodland Motocross Park.

L/W GP: 1. Thomas Dahl (Yam); 2. Marc Shaffer (Yam); 3. Troy Griffith (Yam); 4. Bill Edelbrock (Yam).
S/TW: 1. John Scott (Tri); 2. Gil Lescarbeau (Mot); 3. Tom Moore (H-D); 4. Phil Stevens (Lav); 5. Ray Rossi (BMW).
VINT GTO: 1. Kerry Balog (Suz); 2. Phillip Stevens (Lav).
VINT GTU: 1. Matt Cumberland (Tri); 2. Kirk Mitchell (BSA).

Daniel scores Santa Claus Enduro win

By Bill Herndon

LUCERNE VALLEY, CA, DEC. 13

Yamaha YZ490-mounted Rick Daniel was the overall winner at this year's running of the CRC Santa Claus Enduro, which was also the final enduro event promoted by CRC, which has been bought out by the Southern California Enduro Club (SCEC). Daniel dropped just two points to claim the victory over Suzuki RM250-armed Tom Webb, who dropped three points.

High winds played a major factory at today's event, and as one club official put it, "The wind is just another obstacle."

The first loop was highlighted by a tricky, back-to-back six mile-per-hour and 120 mph section which caught many riders burning the following check. However, Daniel wasn't one of them.

"I knew something was going on. There was no way that they were going to run a six mph into a 120 mph without trying something. I got in with about an 11-second margin."

Webb's recollection of the check went like this, "The check was very clever," said Webb. "The only reason I didn't burn it is that two guys on my line dove in head first. I saw them panic and stop, so I waited on the other side and then came in and zeroed it."

Last month's winner Donnie Simone burned the check. "I thought you conldn't have a check in a six mile per hour section, (which is true in District enduros)," said Simone. "Then I got screwed up with my computer and lost four points. I must have programmed it wrong."

Nonetheless, Simone picked up the 200cc AA class win.

Results

1. Rick Daniel (Yam); 2. Tom Webb (Suz); 3. Phil Williams (Hon); 4. Ken Ovaitt (KTM); 5. Dan Worley (Hus); 6. Geo Hamill, Jr. (KTM); 7. Tim Moore (Yam); 8. Brad McKay (Hon); 9. Jordan Chaney (Hus); 10. Craig Stenberg (Yam); 11. Mike Smith (Yam); 12. Lowell Spiva (Hon); 13. Rob Burtis (Yam); 14. Mark Anderson (Yam); 15. Mike Hastings (KTM); 16. Marty Garner (Yam); 17. Steve Williams (Yam); 18. Neil MacDonnell (Hon); 19. Andre Butcher (Yam); 20. Donnie Simone (Kaw).

Renick runs away with Goodtimes MX win

By Warren E. Domke

SAN ANTONIO, TX, JAN. 4

Scott Renick had a very good day in the 250cc Expert class today at Goodtimes Motorsports Park. Renick holeshot both motos and rode far ahead of the pack most of the time as he outran Mike Clingon to the first expert win at Goodtimes in 1988.

Chris Ryan shook out his new Cagiva 125 in the 125cc Novice class and showed the competition his rear fender most of the way.

"I was a little slow on the start," Ryan admitted, but he made up for the starts by taking over the lead.

"I'd say what made the difference today is confidence," Ryan said. "I've been doing a lot of practice riding, and I just felt really up to this race. And the track was perfect." Ryan didn't get the holeshot in either moto, but rapidly took the lead and stayed in front both times. One of the holeshots Ryan missed was taken by William McDonald, who finished second in the class.

Kevin Horton, riding a Husqvarna to win the Over 30 class, turned in a very impressive performance riding with the 250cc Beginners and Novices. Second in the Over 30 class was captured by Rob Talbott, riding a Yamaha.

Results

125 NOV: 1. Chris Ryan (Cag); 2. William McDonald (Hon); 3. C. Diyert (Kaw).
125 BEG: 1. Paul Payne (Yam); 2. Mark Turcote (Kaw); 3. Arhur Quiroga (Suz); 4. David Perry (Hon).
OVER 30: 1. Kevin Horton (Hus); 2. Rob Talbott (Yam).
250 BEG: 1. Luis Garza (Hon); 2. Rusty Young (Hon); 3. Greg Turner (Yam).
250 NOV: 1. Robert Redding (Suz); 2. Sanee Tabassi (Hon); 3. Earl Ingram (Kaw).
MINI JR: 1. Dustin Traylor (Kaw); 2. Scott Ryan (Kaw).
MINI SR: 1. Toby Vasquez (Hon).
250 EX: 1. Scott Renick (Kaw); 2. Mike Clingon (Kaw).
125 INT: 1. Mike Merlo (Hon); 2. Ronnie Holloway (Hon); 3. Dominic Vasquez (Kaw).
250 INT: 1. Ken Clingon (Kaw); 2. Tony Hernandez (Kaw); 3. Tim Spahr (Hon); 4. Ron Glover (Yam).

Boespflug best at Woodland MX

By Derryl Anderson

WOODLAND, WA, DEC. 19

Honda-mounted Don Boespflug rode two consistent motos to claim the win in the Open Junior class at the motocross park outside Woodland. Today was the final race of 1987 and was the first running of the Santa Claus Motocross.

In moto one Mitch Trotter got the initial lead ahead of Mike Lengacher, Troy Yeo, Boespflug and Bob Johnson. On lap two Boespflug, Yeo and Grady Troglin all moved up at least one position. A lap later Boespflug took over the lead with Yeo right on his tail. Steve Radunovich worked his way up to second, as Yeo fell and had to restart. Yeo wasted no time in regaining two positions but the checkered flag came out for Boespflug, Radunovich, Lengacher, Lenny Schwab, Trotter and the rest of the Open Juniors.

In the final moto Larry Legarra got the early lead followed by Lengacher, Troglin, Yeo and Schwab. Legarra slipped in the second lap dropping him to fourth and advancing the three riders behind him. Boespflug had to battle his way up from a seventh place start. However, he wasted no time in moving into second by lap four. Boespflug continued to pressure Lengacher and finally moved by on the last lap. At the checkered flag it was Boespflug, Lengacher, Yeo, Bob Johnson, Trotter, Legarra, Troglin, Schwab and Radunovich.

Chris Dineen pulled off two perfect motos, as he took the overall win in the 125cc Junior class. Dineen got the lead and went wire-to-wire ahead of Dan Hansen, Todd Burchett, Ty Birdwell, Jeff Papke, Rian Gant, Scott Holas and Dusty Kirk. Hansen came from a fifth place start to second. Holas, Gant and Burchett also improved their positions in the first moto.

In the final moto Dineen got another super start ahead of Hansen, Birdwell, Gant and Burchett. Birdwell and Gant moved a spot, while Hansen fell and recovered in sixth. The positions remained the same and at the final flag: Dineen, Birdwell, Gant, Burchett, Papke, Kirk, Holas and Hansen.

Results

W/P/W: 1. Joshua Knight; 2. Mike Smith; 3. Ricky Haycock; 4. Kase Scott.
P/W JR: 1. Ben Stewart.
P/W SR: 1. Eric Burkinshaw.
MINI BEG: 1. Eric Burkinshaw; 2. Cory Bloomberg; 3. Monty Harris.
MINI JR: 1. Chad Brown; 1. Destry Scott.
MINI INT: 1. Jason McCormick.
125 BEG: 1. Eric Jacobsen; 2. Matt Gable; 3. Tony DuVoll; 4. John Pierce.
125 JR: 1. Chris Dineen; 2. Ty Birdwell; 3. Todd Burchett; 4. Rian Gant.
125 INT: 1. Ed Jensen; 2. Adam West.
250 BEG: 1. John Munson; 2. Dave Eppig (Suz); 3. Bill Naylor (Hon); 4. Mark Kristoff.
250 JR: 1. Eddie Gerrish; 2. David Hampton; 3. Mike Crader; 4. Ty Birdwell.
250 INT: 1. Mark Bennett; 2. Mike Williams; 3. Mike Kates.
OPEN BEG: 1. Rick Johnson; 2. Ted Branch; 3. Craig Terry.
OPEN JR: 1. Don Boespflug; 2. Mike Longacher; 3. Troy Yeo; 4. Mitch Trotter.
OPEN INT: 1. Scott Williams; 2. Ben Wagenman; 3. Don Tyler.
UTH: 1. Mark Bennett; 2. Allen Pitts; 3. Mike Kates; 4. David Hampton.
OTH C: 1. Dave Eppig; 2. Don Thompson; 3. Richard Younce.
OTH B: 1. Mike Crater; 2. Lance Marshall; 3. Ron Kent.
OTH A: 1. Eric Burkinshaw.
OT NOV: 1. Lou Collins; 2. Dave Nyblem; 3. Norm DuVall.
OT AM: 1. Bo Reed; 2. Wayne Kent; 3. Jim Newman.
OT EX: 1. Jim Lamkin; 2. Roger Knight; 3. Bill Naylor; 4. John Semmler.
125 PRO: 1. Dana Anderson; 2. Darren Rogers.
250 PRO: 1. Don Bisceglia.

Howerton hauls in Hidden Valley HS

By Tom Tysl

SAN ANTONIO, TX, DEC. 13

Hidden Valley Recreation Park in San Antonio played host to the final round of the South Texas Hare Scramble Series, where Kent Howerton dominated the Pro class.

The 5.2-mile track circling Hidden Valley included an old motocross track, a water crossing or two, and enough elevation changes to keep a mountain goat happy.

At the green flag 12 Pro riders charged toward the first turn at the top of a 150-foot hill. Cresting the hill first were Doug Paley and Keith Simmons in a dead heat, with Howerton stuck halfway up the hill, sandwiched between two other riders. Pulling a quick "180" down the hill and taking another line up, Howerton put himself behind the pack and had the whole race to make it up.

It took Howerton just one lap to make up for that terrible start. Riding a CR250 Honda, Howerton had the lead when riders passed through the scoring barrels, followed by Todd Harris, Keith Simmons, Doug Palye, Jon Bennett and Pete Sullivan.

Howerton had 16 seconds on Harris at the end of lap two and almost 30 seconds at the start of lap three. On lap five, however, Harris moved past Howerton and had a 10-second advantage when the duo entered the pits.

Behind the leaders the action continued as KX500-mounted Steve Cardwell moved toward the front after a bad start. By lap five, he moved into sixth behind Charlie Martin.

On the ninth lap Howerton was back in front and had a 50-second lead on Harris, who had two minutes on Simmons; Cardwell was 10 seconds behind Simmons.

Howerton, smooth and consistent, had almost four minutes on Harris at the checkered flag, with Cardwell

finishing a strong third only 30 seconds back, pushing Simmons to fourth and Paley to fifth.

"This is the kind of riding I like best; lots of good fun," said Howerton after the event.

"We sure had a good dice on lap five, but Howerton would pull me real bad on the fast parts of the course," said Harris.

The 125cc class also provided some excellent racing. Chris Ryan on a Cagiva, Donny O'Neal on a Suzuki, Honda-mounted Cody Johnson and Mike Harmon were never more than a few yards apart for the first half of the race.

Ryan led the first three laps but on lap four O'Neal passed him for the lead with Harmon and Johnson seconds back.

O'Neal led laps five through eight while Ryan slipped to fourth and the Harmon/Johnson duel for second continued.

Harmon eventually broke free of Johnson and passed O'Neal for the lead, and the win, leaving Johnson third and Ryan fourth.

The Over 30 class proveded some surprises as Yamaha-mounted Rick Pitman, who led until lap eight, was passed by Arnold Brajewitz on his Can-Am 406.

Pitman hung onto Brajewitz' rear fender, only three seconds behind on lap 10, but could not make the pass for the lead.

Bruce Smith on another Yamaha was closing on the leading pair and nipped the unsuspecting Pitman at the finish line pushing him to third. Bob Lewallen finished fourth and Ken Schmidt fifth.

Results

PRO: 1. Kent Howerton (Hon); 2. Todd Harris (Hon); 3. Steve Cardwell (Kaw).
EX: 1. Steve Kotara (Hon); 2. Marcus Pepper (Kaw); 3. Mark Taylor (Hon).
OPEN: 1. David Eller (Hon); 2. Eddie Haldeman (Yam); 3. Gary Anderson (Hon).
250: 1. Cliff Goertz (Hon); 2. Brian Wood (Hon); 3. Steve Herrera (Kaw).
200: 1. Steve Bridges (Hon); 2. Ray Ramirez (Kaw); 3. Mike Davis (Kaw).
125: 1. Mike Harmon (Hon); 2. Donny O'Neal (Suz); 3. Cody Johnson (Hon).
OVER 30: 1. Arnold Brajewitz (C-A); 2. Bruce Smith (Yam); 3. Rick Pitman (Yam).
OVER 40: 1. Bill Kasson (Yam); 2. Will Hendrix (Yam); 3. Herb Fish (Hon).
BEG: 1. Steve Nunez (Kaw); 2. Brian Fetsch (KTM); 3. Richard Clark (Hon).
WMN: 1. Liz Lundell (Suz); 2. Christine Hudspeth (Hon); 3. Barb Russell (Suz).
80: 1. William Henk (KTM); 2. Daniel Trott (Kaw); 3. Scott Ryan (Kaw).
60: 1. Jason Moses (Kaw); 2. Brant Dickerson (Kaw).
50: 1. Lance Smith (Suz); 2. Drew Dunbar (Yam); 3. Waylon McCullough (Suz).

Jacobson jolts Monroe Arenacross

By Clay Light

MONROE, WA, JAN. 3

Jeff Jacobson stormed to the overall win in the 125cc Intermediate class continuing his domination of the class at Monroe's arenacross series. Another of the day's dominators was Richard Sather, winner of the Open Junior and Over The Hill classes at the fifth of a seven round series at Monroe Fairgrounds.

Jacobson, riding for Lynnwood Yamaha and O'Neal, was clearly the cream of the crop in the 125cc Intermediate class. Today Jacobson held off challenges from Tara Harrison in the first moto and Jamie Richardson in the second to take the overall win. Richardson and Harrison finished fourth in their other motos. Richardson's 4-2 performances netted second overall with David MacLean finishing third with a 3-3 tally. Rounding out the top five were Harrison and Jeff Bonet.

Sather's first of two wins came in the Open Junior class which ran combined with the Open Pros and Intermediates. Sather didn't beat pro David Rhodes or Intermediate winner Ken Workman, but he did soundly thrash his Junior comrades

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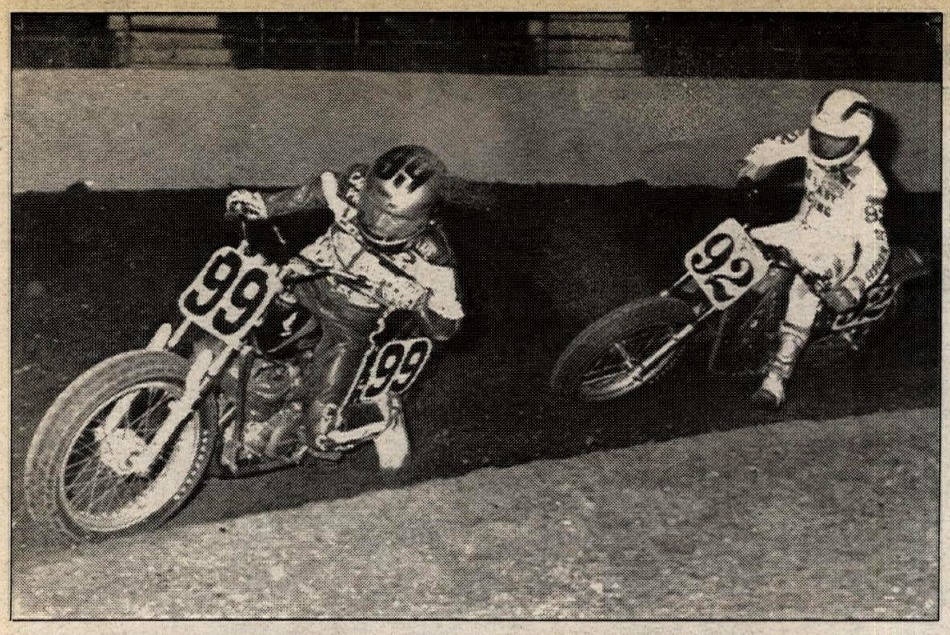

PHOTO BY LEN BREECH

Duane Veeder (99) topped Rodney Farris (92) in Thursday's 250cc Expert race during the 10th Annual Moto-Rama, held in Harrisburg.

consisting of Steve Dukes and Yamaha-mounted Keith Williams, whose 3-3 performance netted third. Williams' hard earned thirds came after sending his Yamaha crashing through the retaining wall and landing in the pit area. After remounting, the Yamaha pilot got back on track and finished third overall.

Sather and Workman faced each other once again in the Over The Hill class. Sather stormed to a win in the first contest followed by Suzuki-mounted Paul Steun, Eugene Tom, Workman and Honda rider Jeff Lundquist. Moto two was Workman's, however. Workman turned in a much improved moto two ride, but the overall went Sather's way via 1-2 postings. Worksman's tally was good for second. Sterun took third, while Tom and Lundquist filled the top five overall.

On hand tonight were several top-notch local riders for a 125cc Pro shoot-out. Yamaha-mounted Aaron Shardelman got his share of the winner's circle after winning both motos. Cagiva-mounted David Rhodes ran second to Shardelman in the first contest but DNF moto two. Bryan Birkestol was second overall with 3-2 tallies.

Scott Tyler had little trouble topping the 250cc Pro class. Second to Tyler was John Hodges, who finished second in both motos.

In the 250cc Intermediate class Gary Strode flew his Honda to the overall win over Jeff Hoffman and Tim Doyle.

Results

UTH: 1. Ted DeVol (Suz); 2. Casey Raymond (Hon); 3. Mark Murphy (Yam).
250 PRO: 1. Scott Tyler (Yam); 2. John Hodges (Kaw); 3. Tim Walker (KTM).
125 PRO: 1. Aaron Shardelman (Yam); 2. Bryan Birkestol (Hon); 3. David Rhodes (Cag).
OPEN PRO: 1. David Rhodes; 2. Ken Workman (Hon).
250 INT: 1. Gary Strode (Hon); 2. Jeff Hoffman (Hon); 3. Tim Doyle (Kaw).
250 JR: 1. Scott Koch (Kaw); 2. Mark Murphy (Yam); 3. Eddie Isackson (Hon).
250 BEG: 1. Casey Raymond (Hon); 2. John Munson (Hon); 3. Dohn Delarm (Suz).
OTH: 1. Rich Sather (Hon); 2. Ken Workman (Hon); 3. Paul Steun (Suz).
125 BEG D-1: 1. Shawn Daglass (Kaw); 2. Jeff Annen (Yam); 3. Eric Hannan (Hon).
125 BEG D-2: 1. Greg Swiboda (Hon); 2. Dohn Delarm (Suz); 3. David Johnson (Yam).
125 BEG D-3: 1. Kenny Pray (Yam); 2. John Sherlock (Hon); 3. Dave Bubar (Hon).
125 JR: 1. Steve Dukes (Cag); 2. Jesse Galle (Kaw); 3. Joel Howard (Yam).,
125 INT: 1. Jeff Jacobson (Yam); 2. Jamie Richardson (Hon); 3. Dave Maclean (Kaw).
80 BEG D-1: 1. Steve Adams (Hon); 2. Bobby Carper (Kaw); 3. Charue Harris (Yam).
80 BEG D-2: 1. Corey Knaevelsrud (Kaw); 2. Corey Downing (Kaw); 3. Steve Earnest.
80 BEG D-3: 1. Andrew Danielson (Hon); 2. Derrik Larson (Hon); 3. Jeff Galbway.
80 INT: 1. Brian Jones (Kaw).
80 JR: 1. Sean Waring (Kaw); 2. Brandon Bradshaw (Kaw); 3. Chuck Walter (Kaw).
OPEN BEG: 1. Mike Peterson (Hon); 2. Will Hurley (Hon); 3. Casey Tarpley (Hon).
60: 1. Billy Binckley (Kaw); 2. Jeff Backus (Kaw); 3. Seth Steun (Kaw).
50: 1. Phillip Johnson (Yam); 2. Matt Hadler (Suz); 3. Kase Scott (Yam).

Bell blasts to win at Salem AX

By Clay Light

SALEM, OR, JAN. 2

Mike Bell won the 125cc Pro/Intermediate class at Salem's Jackman-Long Expo Arena during Motocross Northwest sanctioned arenacross. Bell came from behind in the second moto to take a 1-1 sweep of the class aboard the Portland Honda-sponsored CR125.

Bell, intermediate Ed Jensen and fellow pro Keith Foidel held down the top three positions on the opening lap of competition in the first moto. Adam West came through traffic after a first turn pileup as did Team Green's Jeff Daily. West nabbed Foidel and set out after Jensen, but came up short in the moto. Bell took the win by four seconds, beating a surprisingly fast Jensen, West Foidel and Daily at the finish.

Moto two was by far the evening's best race. Foidel grabbed the lead at the drop of the gate with Jensen holding down second while Bell was stuck in mid-pack. By the third lap Jensen and Foidel had pulled away from a sensational Bell/Kyle Brooks/Daily swapfest. Bell quickly displaced the Intermediate duo and set his sights on Jensen overtaking him on the fourth lap and setting out after Foidel.

Foidel rode smooth and precise but Bell picked him off and soundly proceeded to sail away in search of the checkered flag. Foidel held on to finish second while Daily, who mounted an incredible charge with two laps to go, took Jensen's lead and the Intermediate win. Jensen, Brooks, Kip Mast and Suzuki-mounted Jason Nichols filled the top seven at moto's end.

Richard Postma won moto one of the first 125cc Beginner division, but crashed in the second contest, handing the lead over to Honda-mounted Darren Strunk. Strunk's 3-1 performances were good for the overall win, beating Rob Bross' 2-3 finishes and Postma's 1-4 rides.

Chris Houdek dominated both division two motos and took wins over Eric Cummings in both contests in the 10 rider field. But that's where consistancy ended. Tom Warberg took third in moto one and 10th in the second round while Trever Levitt took third in moto two but DNF moto one. That put Jeff Phillips into third overall.

Kevin Yeager took the 250cc Junior class win via 2-2 postings, edging Rick Roberts' 1-3 performances.

Results

125 PRO/INT: 1. Mike Bell (Hon); 2. Keith Foidel (Hon); 3. Ed Jensen (Hon); 4. Jeff Daily (Kaw); 5. Adam West (Hon).
125 JR: 1. Chad Berry (Yam); 2. Dan Kinion (Hon); 3. Jeff Payne (Hon).
125 BEG D-1: 1. Darren Strunk (Hon); 2. Robert Bross (Hon); 3. Rich Postma (Kaw); 4. Roby Leach (Cag); 5. Rueben Schug (Hon).
125 BEG D-2: 1. Chris Houdek (Kaw); 2. Eric Cummings (Kaw); 3. Jeff Phillips (Hon); 4. Matt Sisson (Suz); 5. Matt Burrell (Hon).
250 JR: 1. Kevin Yeager (Yam); 2. Rick Roberts (Yam); 3. Shane Donaco (Hon); 4. Ron Stevenson (KTM); 5. Chris Howell (Hon).
250 BEG: 1. Travis Johnson (Kaw); 2. Gordon Postma (Kaw); 3. Rod Comstock (Kaw); 4. Mike Dean (Yam); 5. Jesse Dean (Hon).
OPEN BEG: 1. John Kasper (Kaw); 2. Steve Evenson (Hon); 3. Ted Branch (Yam).
OPEN JR: 1. Troy McPike (Hon); 2. Doug MacDuffee (Kaw); 3. Joe Nelson (Hon).
80 BEG: 1. Troy Renfro (Kaw); 2. Monty Harris (Hon); 3. Jeme Gilson (Hon); 4. Bryan Fisher (Kaw); 5. Leslie Schellhous (Hon).
80 JR: 1. Chris Patterson (Hon); 2. Travis Berry (Yam); 3. Warren Baze (Kaw).
60 JR: 1. Doug McKuhn (Kaw); 2. Russell Postma (Kaw); 3. Jessy Williams (Kaw); 4. Matt Williams (Kaw); 5. Jeff Longie (Kaw).
30-40 JR: 1. Larry Legarra (Hon); 2. Rusty Garrison (Kaw); 3. Steve Baze (Hon).
30-40 INT: 1. Rick Roberts (Yam); 2. Doug Wiley (Hon); 3. Brad Mikkelson (Suz).
OT: 1. Mike Hickman (Yam); 2. Bill Naylor (Hon).
PP: 1. Janet Dean (Yam); 2. Laurie Stange (Hon); 3. Lisa Garrison (Kaw).
OPEN INT: 1. Mike West (Yam).
30-40 EX: 1. Mark Dickey (Kaw).
250 INT: 1. Frank McKuhn (Kaw).

Veeder victorious in Harrisburg STs

By Len Breech

HARRISBURG, PA, DEC. 17-18

Duane Veeder left with the lion's share of the purse when he totally dominated the Expert races in both days of short track competition at the Trail-Way Speedway-sponsored 10th Annual Moto-Rama, held in Harrisburg.

Veeder topped the 250 and 600cc Expert finals both days, Ricky Winsett easily won the 55cc class both nights, and Joe Heberling topped the Seniors both nights.

Veeder's closest race of the series was the 250cc Expert final on Thursday night. Veeder had the fastest lines on the rough track with National competitor Rodney Farris close behind him from the fourth lap on, Mike Klopp took the holeshot, but Veeder passed Klopp as they began the third lap, and Farris went by the following lap. While Farris closed to within two lengths of the leader, Klopp got into a heated battle with Mike Varnes and Georgie Price over third. Veeder powered his Roosevelt Chevy/Olds-Coons Cam 2-Christman's Honda-Cycle Dyne-Fairway Oil-sponsored Honda across the finish line two lengths ahead of Farris.

Veeder's win in the 600cc final was fairly easy. Veeder quickly jumped in front, while Mickey Rusden held second over Lew Woods, Scott Saunders and Kenny Mohler. Saunders took second on the sixth lap, with the others in close pursuit.

With most of this year's top amateurs moving up to the Expert class, the Amateur divisions were wide open, and Eddie Hidden and Jim Lynch took their first wins in the 250 and 600cc Amateur classes, respectively.

Hidden grabbed the lead from Mike Rabold, Dave Gamble and Merv Sensenig when the 250cc Amateurs exited turn two at the start of the final. Rabold stayed close to Hidden and the duo pulled away from the field before Rabold dropped out of the race at the halfway point. Hidden won by a large margin.

Johnny Bowers nabbed the holeshot in the 600cc Amateur class with Steve Smith Sr., Lynch and Walt Bowker following. With the race pretty much in hand, Bowers stalled his Yamaha on lap three, giving the lead to Smith. Smith held the point position until Lynch slipped under him in turn one with two laps to go.

Veeter again took the 250 and 600cc Expert finals on Friday.

The 250cc Experts had trouble staying upright on the smooth track surface. It took at least three starts before they got underway. Throughout it all, Veeder managed to keep away from the ever-growing penalty line, and took the lead from Mike Varnes, Robert Weiss and Paul Crumling. Crumling took third on the second lap. With riders still falling, the race was called a couple of laps past the halfway point as the first turn crashes continued.

Veeder had an easy time in the 600cc Expert final, grabbing the lead from Richard Foard, Mickey Rusden and Kenny Mohler. Foard bobbled coming out of the second turn on the fourth lap, giving Rusden second; Rusden was running almost a straightaway behind Veeder.

In the 600cc Amateur final Gary Foard and Lynch pulled away from Steve Smith Sr. and Walt Bowker in a close battle for the win that went to Foard by a length.

It looked like a Foard triple for parts of the Senior/750cc Expert final as Gary's older brother, Richard, battled for the lead. Joe Heberling took the lead from Foard, Nick Taylor and Mickey Rusden. Rusden moved up to second and briefly took the lead around halfway, only to drop out later. When Rusden dropped out, Foard moved up to challenge Heberling, but came up a length short.

Results

THURSDAY
55: 1. Ricky Winsett (Yam); 2. John Winsett (Yam); 3. Paul Lynch (Yam); 4. Brady Miller (JR).
65: 1. Paul Lynch (Suz).
85 EX: 1. Mike Sponseller (Hon).
85 AM: 1. Jeremiah Alexander (Kaw); 2. Roy Miller (Yam); 3. Brian Strong (Kaw); 4. Jason Lheureux (Suz).
200 AM: 1. Kevin Varnes (Yam); 2. Paul Southard (Hon); 3. Gary Clark (Hon); 4. Jill Lautenbacker (Suz); 5. Tom DuPont (Kaw).
250 EX: 1. Duane Veeder (Hon); 2. Rodney Farris (Hon); 3. Mike Klopp (Suz); 4. Mike Varnes (Yam); 5. Georgie Price (Hon).
250 AM: 1. Eddie Hidden (Yam); 2. Dave Gamble (Kaw); 3. Merv Sensenig (Suz); 4. Steve Ryder (Yam); 5. Walt Bowker (Hon).
600 EX: 1. Duane Veeder (Hon); 2. Scott Saunders (Hon); 3. Mickey Rusden (Hon); 4. Kenny Mohler (Rtx); 5. Todd Hurst (Yam).
500-600 AM: 1. Jim Lynch (Rtx); 2. Steve Smith (Yam); 3. Walt Bowker (Yam); 4. Tom Koch (Kaw); 5. Johnny Bowers (Yam).
750 EX: 1. Mickey Rusden (Hon); 2. Nick Taylor (Yam).
SR: 1. Joe Heberling (Yam); 2. Norm Laviolette (Kaw); 3. Steve Smith (Yam); 4. Robert Laviolette (Kaw); 5. Glen Miller (Car).

FRIDAY
55: 1. Ricky Winsett (Yam); 2. Brady Miller (JR); 3. Paul Lynch (Yam); 4. John Winsett (Yam).
65: 1. Paul Lynch (Suz).
85: 1. Mike Sponseller (Hon).
85 AM: 1. Brian Strong (Kaw); 2. Roy Miller (Yam); 3. Jeremiah Alexander (Kaw); 4. Robert Miller (Yam); 5. Jason Lheureux (Suz).
200 AM: 1. Gary Clark (Hon); 2. Jill Lautenbacher (Suz); 3. Mike Walton (Yam); 4. Paul Southard (Hon); 5. Kevin Varnes (Yam).
250 EX: 1. Duane Veeder (Hon); 2. Mike Varnes (Yam); 3. Paul Crumling (Hon); 4. Robert Weiss (Hon); 5. Kenny Dahlin (Hon).
250 AM: 1. Gary Foard (Hon); 2. Eddie Hidden (Yam); 3. Dave Gamble (Kaw); 4. Steve Smith Jr. (Yam); 5. Steve Ryder (Yam).
500-600 EX: 1. Duane Veeder (Hon); 2. Mickey Rusden (Hon); 3. Kenny Mohler (Rtx); 4. Nick Taylor (Rtx); 5. Todd Hurst (Yam).
500-600 AM: 1. Gary Foard (Hon); 2. Jim Lynch (Rtx); 3. Steve Smith Sr. (Yam); 4. Walt Bowker (Yam); 5. Tom Koch (Kaw).
750 EX: 1. Nick Taylor (Yam); 2. Mickey Rusden (Hon).
SR: 1. Joe Heberling (Yam); 2. Richard Foard (Rtx); 3. Norm Laviolette (Kaw); 4. Robert Laviolette (Kaw); 5. Glen Miller (Car).

Postma pounds Salem Arenacross

By Clay Light

SALEM, OR, JAN. 1

Russell Postma brought in the new year by winning a New Year's Day thriller in the 60cc Junior class at Salem's Jackman-Long Arena during arenacross action. Postma dominated both motos to continued his domination of the class at the Oregon State Fairgrounds.

Postma's wins didn't come without a battle, however, as fellow Kawasaki jockey Doug McKuhn battled with the local speedster in

both motos. Postma got his usual holeshots in both contests with McKuhn holding down second and Jesse Williams third, which was the top three finishing order in both motos. Matt Williams and Jeff Longie rounded out the top five overall finishers.

In the 125cc Pro/Intermediate class it was arenacross specialist Mike Bell and former Motocross Northwest Amateur Champion Darren Rogers dueling in the first moto in which Rogers came out on top for the pro win. In the Intermediate portion Kyle Brooks took the win. Moto two saw Bell getting the nod, good for the overall win. Brooks took the Intermediate win for a sweep, beating Kip Mast and Jeremy Skokam.

Rob Annen took control of the 250cc Pro/Intermediate/Junior class. Annen had some heavy competition in the form of Dennis Sweeten, but prevailed in the end in the first moto. Sweeten took second with Frank McKuhn taking the Intermediate win. Annen also demolished the second moto while Sweeten ran well until dropping out, placing McKuhn into the number two spot. Yamaha rider Rick Roberts took the Junior win after consistent 2-2 performances.

Due to the amount of 125cc Beginners, the class was split into three eight-rider heat races, taking the top two directly to the main event from each qualifier. In the A main it was heat one winner Richard Postma and Roby Leach battling for the lead. Leach, aboard a Cagiva, took control of the race and held off Postma's challenges for the duration to take the win, Postma, Reuben Schug, Roman Ross and Ron Butts filled the top five.

Joe Nelson rode two flawless motos in the Open Junior class for the overall win, beating Troy McPike. McPike went 2-2 for second overall followed by Doug MacDuffee. Taking fourth was Dave Makus and Jeff McKinley took fifth after 5-5 performances.

Deanna Holbrook easily won both Powder Puff motos, beating a full field of riders. Lisa Garrison earned second after 4-2 rides.

Results

OPEN JR: 1. Joe Nelson (Hon); 2. Troy McPike (Hon); 3. Doug MacDuffee (Hon).
250 PRO/INT: 1. Rob Annen (Kaw); 2. Frank McKuhn (Kaw); 3. Dennis Sweeten (Kaw).
250 JR: 1. Rick roberts (Yam); 2. Ron Stevenson (Hon); 3. Kevin Yeager (Yam).
125 INT: 1. Kyle Brooks (Hon); 2. Kip Mast (Kaw); 3. Jeremy Skokam (Hon).
125 JR: 1. Chad Berry (Yam); 2. Dan Kinyon (Hon); 3. Chris Clark (Kaw).
125 BEG A: 1. Roby Leach (Cag); 2. Rich Postma (Kaw); 3. Reuben Schug (Hon).
125 BEG B: 1. Darren Strunk (Hon); 2. Steve Polanski (Hon); 3. Mark Seifer (Kaw).
OPEN BEG: 1. Steve Evensen (Hon); 2. John Kasper (Kaw); 3. Frank Armstrong (Hon).
250 BEG: 1. 1. Mike Dean (Yam); 2. Travis Johnson (Kaw); 3. Rod Comstock (Kaw).
125 PRO: 1. Mike Bell (Hon); 2. Darren Rogers (Hon).
PP: 1. Deanna Holbrook (KTM); 2. Lisa Garrison (Kaw); 3. Laurie Stange (Hon).
60 JR: 1. Russ Postma (Kaw); 2. Doug McKuhn (Kaw); 3. Jesse Williams (Kaw).
60 INT: 1. Cory Fuller (Kaw .
OT: 1. Bill Naylor (Yam); 2. Joe Batty (Yam).
80 BEG: 1. Jeme Gillison (Hon); 2. Ty Lee (Kaw); 3. Bryan Fisher (Kaw).
80 JR: 1. Travis Berry (Yam); 2. Chris Paterson (Hon); 3. Warren Baze (Kaw).
UTH: 1. Kevin Stange (Hon); 2. Anthony Shelton (Yam); 3. Scot Bergren (Hon).
30-40 INT: 1. Rick Roberts (Yam); 2. Doug Wiley (Hon); 3. Brad Mikkelson (Suz).
30-40 JR: 1. Steve Baze (Hon); 2. Rusty Garrison (Kaw); 3. Deanna Holbrook (KTM).
OPEN INT: 1. Mike West (Yam).

Plunkett honored for Hare Scrambles C'ship

By Chris Sellars

RINGOLD, LA, DEC. 27

Jeff Plunkett was awarded the Overall Grand Champion at the Louisiana Hare Scrambles Association's awards ceremony at Ringold. Of the eight races in the series, Plunkett won overall in six of the events on

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PHOTO BY TERRY REZEK

Mike Pascarella flew to victory in the second 250cc Pro moto to lock up the overall win at L.A. County Raceway.

his 250 KTM riding in the AA Expert class.

John McLemore Jr. ran away with the 125cc B class and won the Novice overall in all the races he participated. McLemore will move up to the Expert class in 1988 to compete for Overall Grand Champion.

Special recognition was given to the father and son team of Carl and Bubba Dequanno. Carol won the Open B class while Bubba won the Junior class.

George Hoffer and Pee Wee Domingue won the Oldest and Youngest awards. Hoffer admits only to be around "500" while Pee Wee is nine-years-old.

At the awards presentation each class winner was awarded a plaque in the shape of the state of Louisiana. Each winner also received a satin jacket with the series logo screened on back and front. Second through fourth in each class also received a jacket with the same logo.

Results

AA EX: 1. Jeff Plunkett (KTM); 2. Kevin Hutchinson (Cag).
OPEN EX: 1. Kelly Crenshaw (Yam); 2. Frank Nugent (Hon).
200 EX: 1. Tim Singleton (Yam); 2. Delly Angellette (Yam); 3. Dwight Wheat (Kaw).
30-39 EX: 1. Ricky Foster (Hon); 2. Jim Chabina (Hon); 3. Wayne Richrdson; 4. Kenneth Hagen.
250 NOV: 1. John DeLee (Hon); 2. Richard Wise (Kaw); 3. Brian Gatzman (Hon).
200 NOV: 1. Keith Reine (Kaw); 2. Kevin Fleming (Kaw); 3. Ronnie Battillio (Kaw); 4. Brad Minninger (Kaw).
125 NOV: 1. John McLemore Jr. (Suz); 2. Robert Wise (Kaw); 3. Matt Matthews (Hon).
30-39 NOV: 1. Warren Sciortino (Hus); 2. Raymond Battillo (Kaw); 3. Ronnie Small (C-A); 4. Terry Brown (Hon); 5. Bill Brown (Hus).
SR: 1. Gene Kyson (C-A); 2. George Hoffer (Kaw); 3. Matt Brunson.
WMN: 1. Darlene Morris (Kaw); 2. Wendy Barrett (Hon); 3. Sherry Robertson (Hon).
JR: 1. Bubba Dequanno (Kaw); 2. Jason Reine (Hon); 3. Chris Moore.
10-12: 1. Larry Peevy (Kaw); 2. Bobby Smith (Hon); 3. Ricky Garlington (Hon).
0-9: 1. Clay Brunson (Yam); 2. Jonathan Plunkett (Kaw); 3. Pee Wee Domingue (Yam).

Ward strikes again at Monroe AX

By Clay Light

MONROE, WA, DEC. 20

Larry Ward struck again at Monroe's Arenacross, winning two classes at the fourth of the seven round series held at Monroe Fairgrounds. Today Ward won the 125 and 250cc/Open Pro classes. Also netting two class wins was Ted DeVol.

Ward took the majority of the purse money home after winning both of the 125cc Pro motos aboard his Lynnwood Yamaha-sponsored YZ. Ward held off Rick Hamer-Jackson and Aaron Shardleman in both motos to take the overall. Hamer-Jackson (2-2) and Shardleman (3-3) were second and third overall followed by Joe Good.

Ward came back for the combined 250cc/Open Pro class and was faced with some heavy competition, mostly from Hamer-Jackson. Hamer-Jackson loomed in Ward's shadow in both contests, but once again Ward prevailed. Taking third in the overalls was Husky pilot David Rhodes.

DeVol collected a double class decimation as well, winning the Up The Hill and Open Intermediate classes aboard the DeVol Engineering-sponsored KX. In the Open class DeVol and Chris Staley traded moto wins with DeVol winning the second to capture first place brass. Ken Workman was third. In the Junior portion of the event Honda jockey Scott Koch took 2-1 rides to the trophy presentation, beating Rich Sather's 1-2 performances.

DeVol stormed back to win the Up The Hill class overall, commanding both motos. DeVol's competition came from Mark Murphy. Murphy took second in both motos followed by Dohn Delarm, who was third overall via 5-4 performances. Chris Gray and Brian Percy rounded out the top five overall.

Murphy wasn't left out of the overall picture, however, as the Yamaha rider absolutely demolished the competition in the 250cc Junior class. Scott Browne chased Murphy in both motos, but a DNF in the second round put him out of the picture. Greg Swiling took second place after 4-3 rides. Third went the way of Jason Moen.

Results

250/OPEN PRO: 1. Larry Ward (Yam); 2. Rick Hamer-Jackson (Hon); 3. David Rhodes.
125 PRO: 1. Larry Ward (Yam); 2. Rick Hamer-Jackson (Kaw); 3. Aaron Shardleman (Yam); 4. Joe Good (Suz).
OPEN INT: 1. Ted DeVol (Kaw); 2. Chris Staley (Hon); 3. Ken Workman (Hon).
OPEN JR: 1. Scott Koch (Hon); 2. Rich Staher (Hon).
250 INT: 1. Gary Strode (Hon); 2. Jamie Richardson (Hon); 3. Dan Reynolds (Kaw).
250 JR: 1. Mark Murphy (Yam); 2. Greg Swilling (Yam); 3. Jason Moen (Hon).
125 INT: 1. Jamie Richardson (Hon); 2. Jeff Bonet (Kaw); 3. David MacLean (Kaw).
125 JR: 1. Joel Howard (Yam); 2. Jesse Galle (Kaw); 3. Shawn Scoleri (Yam).
UTH: 1. Ted DeVol (Kaw); 2. Mark Murphy (Yam); 3. Dohn Delarm (Suz).
OPEN BEG: 1. Martin Webberley (Kaw); 2. Robert Granman (Hon); 3. Mike Peterson.
250 BEG: 1. Tim Tuck (Hon); 2. Rick Howard (Suz); 3. Broc Haugsted (Hon).
125 BEG D-1: Mike Demos (Kaw); 3. Jeff Annen (Yam); 3. Dave Bubar (Hon).
125 BEG D-2: 1. Troy Laing (Kaw); 2. John Sherlock (Hon); 3. Rick Roman (Hon).
125 BEG D-3: 1. Michael Seehan (Kaw); 2. Dohn Delarm (Suz); 3. Dan Weiland (Suz).
80 BEG D-1: 1. Danny Watts (Kaw); 2. Cory Knabelrud (Kaw0; 3.Derek Jasper (Hon).
80 BEG D-2: 1. Jeff Galabry (Hon); 2. Steve Adams (Hon); 3. Ben Lane (Kaw).
60: 1. Billy Binckley (Kaw); 2. Tory Howard (Kaw); 3. mitch Faulkner (Kaw).
50: 1. Tory Howard (Yam); 2. Matt Hadler (Suz); 3. Jesse Skipton (Yam).
80 JR: 1. Karry Pray (Yam); 2. Brian Jones (Kaw); 3. Steve Parker (Kaw).
OTH: 1. Ken Workman (Hon); 2. Eugene Tom (Hon); 3. Rich Sather (Hon).

Pascarella sails to LACR win

By Terry Rezek

PALMDALE, CA, DEC. 27

Kawasaki-mounted Mike Pascarella captured the overall victory in the 250cc Pro class at the final CRC meet of the season at LA County Raceway. It was Yamaha rider Willie Surratt winning from start-to-finish in the first moto with Pascarella hanging back for second. In round two, however, Pascarella styled to the tie-breaking moto win to claim the win.

In the deciding second moto, Pascarella smoked into the lead at the drop of the green flag, while Surratt found himself deep in the field. While Pascarella cruised out in front, Surratt was busy laboring his way through the pack until he had second place locked by moto's end. Third overall went to Jeff Stanford.

In the Intermediate outing, Steve Phillips grabbed the holeshot in the first moto with Tim Telford hot in second. Telford moved into the lead for good during the second lap.

Once again Telford locked into the lead early on and finished up with another moto victory for the overall. Phillips finished second. Greg Pierce and David De Lang diced it out in the 500cc bout with Pierce finishing up on top.

Expert Bonnie Warch topped the Women's race. Warch took the first moto holeshot with Mindy Smith close behind. Smith slipped back in lap one with Lisa Peterson moving up to second and quickly closing on Warch. Warch got determined and slammed the door every time Peterson came knocking. Peterson finally got around in the last lap to win moto one. Both Peterson and Warch were maxed out into turn one in the second moto. Warch held it on just a little longer and took the lead. Peterson was on Warch's back tire for the entire race but this time Warch had every opportunity blocked and took the win along with the Women's Expert trophy.

Results

80 BEG: 1. Lukie Mielser (Suz); 2. Jason DePatto (Hon); 3. JImmy Butler (Suz); 4. cory Austin (Yam); 5. Ryo Uchnima (Hon).
80 NOV: 1. Billy Felts (Kaw); 2. Eric Chavira (Hon); 3. Torey Rooland (Kaw); 4. Ramon Noriega (Suz); 5. Joe DePatto (Hon).
80 INT: 1. Tony Sulek (Kaw).
80 EX: 1. Buddy Antunez (Suz); 2. Joel Albrecht (Kaw); 3. Butch Smith (Suz); 4. Dustin Evans (Kaw).
125 BEG: 1. Chuck Kinne (Kaw); 2. Steve Peterson (Yam); 3. Bryan Matheis (Yam); 4. Gus Zielke (Kaw); 5. Ted Schultz (Kaw).
125 NOV: 1. Ryan Carlisle (Kaw); 2. Gary Hedding (Kaw); 3. Jeremy Albrecht (Kaw); 4. Charlie Flippen (Kaw); 5. Robert Jordan (Hon).
125 PRO: 1. Corey Schwietzen (Hon); 2. Chris Radzinzki (Yam).
250 BEG: 1. Dan Augino (Hon); 2. Mike Sasgen (Yam); 3. Dean Jennings (Kaw); 4. Jim Tatone (Kaw); 5. Stanley Norwoods (Kaw).
250 NOV: 1. Jim Ryder (Yam); 2. Mike McCarley (Hon); 3. Dannon Burg (Yam); 4. Eric Bush (Suz); 5. Pete Baeza (Hon).
250 INT: 1. Tim Telford (Hon); 2. Steve Phillips (Suz); 3. Scott Murphy (Kaw); 4. Darrin Hoeft (Yam); 5. Ron Meyer (Yam).
250 PRO: 1. Mike Pascarella (Kaw); 2. Willie Surratt (Yam); 3. Jeff Stanford (Suz); 4. Darrin Hoeft (Yam); 5. Ron Meyer (Yam).
500 Beg: 1. Martin Fireston (Suz).
500 NOV: 1. Dan Money (Kaw); 2. Dan Barber (Hon).
500 INT: 1. Greg Pierce (Yam); 2. David DeLang (Hon); 3. George Andrews (Hon); 4. Robbie Lovas (Kaw).
500 PRO: 1. David Lynch (Hon).
VET BEG: 1. Mike Norris (Suz); 2. Rick Johnson (Yam); 3. Randolph Evans (Suz); 4. Bill Weltman (Hon); 5. Larry Kirsch (Hon).
VET NOV: 1. Curt James (Hon); 2. Gordon Hechter (Hon).
VET INT: 1. Bob Alvis (Hus); 2. Scott Freeman; 3. Rick Bealer (Suz).
VET EX: 1. Al King (Suz).
WOMEN NOV: 1. Melanie Parkes (Yam); 2. Shiela Moretz (Kaw).
WOMEN INT: 1. Maria Gonzalez (Kaw).
WOMEN EX: 1. Bonnie Warch (Suz); 2. Lisa Peterson (Hon); 3. Mindy Smith (Kaw); 4. Tami Rice (Suz).
SHOP CHAL: 1. Suzuki Country; 2. Hi Desert Kawasaki; 3. Pomona Valley Kawasaki; 4. Yamaha of Cucamonga.

Davis dominates mud and snow scrambles

By Larry McBride

BINGHAMTON, NY, DEC. 13

Glenn Davis took a victory back home to Pennsylvania after notching his first win of the winter racing season at the Square Deal Riders M.C. mud and snow scrambles.

Competing in the Expert class, Davis was a familiar top three finisher and was also familiar with the pitfalls of the difficult mud laden mile-long course. Putting that knowledge to work Davis took and held the lead the entire event with a steady and consistent ride.

Racking up three consecutive victories in as many races were Joel Nabinger and Jamey Morris, riding the 80cc class and the 125cc classes respectively. Each led from start-to-finish before taking the checkered flag.

Brett Sherman took the win in the 250cc class with a comfortable lead. Bob Hamm performed a similar feat in winning the Open class event.

Results

80: 1. Joel Nabinger (Kaw); 2. Ed Demick (Yam).
NOV: 1. John Helstein (Hon); 2. Tim Gardner (Kaw); 3. John Kassapian (Hon); 4. Peter Douglas (Suz).
125: 1. Jamey Morris (Kaw); 2. Jay Mitrowitz (Hus); 3. Tom Loveless (Kaw); 4. Kelvin Herrala (Hon).
250: 1. Brett Sherman (Hon); 2. Tom Connelly (Yam); 3. Dave Westfall (Hon).
OPEN: 1. Bob Hamm (Yam); 2. David Sanford (Yam); 3. Jeff Canfield (Yam).
SR B: 1. John Brennan (Hus); 2. Jamey Morris (Kaw); 3. Tom Blachek (Kaw); 4. Joe Arcesi (Hon); 5. Mike McKinney (Yam).
SR A: 1. Warren Finch (Yam); 2. Bill Mosher (Kaw); 3. Russell Baldwin (Kaw); 4. Dave Sanford (Yam).

Levey lands win at Perris MX

By David Procida

PERRIS, CA, DEC. 20

Jon Levey put his Mission Yamaha into the winner's circle today when he won the 250cc Intermediate class at Perris Raceway. Levey took a third place finish behind Jason Buttle and John McGinnis in moto one and then took the point position in moto two and never looked back as he left the rest of the class behind. Buttle DNF moto two and McGinnis captured second again, giving him second overall behind Levy. David Jennings rounded out the top three positions with 4-3 finishes.

In the 125cc Intermediate ranks Mike Chamberlain swapped moto wins with Kawasaki mounted Randy Danylo. In moto one Chamberlain took an early lead with Danylo close behind, then on lap four Chamberlain went down when he lost the front wheel in a slippery corner. He quickly remounted but was now in fourth behind Danylo, Tim Hodes, and Jeff Fine. Hodes attempted to reel in Danylo as Chamberlain closed the gap on Fine and on the next lap went into third. Up front Danylo was opening up some breathing room on Hodes, who was now being pressured by Chamberlain. The White Bros. rider shot by Hodes down the whooped out back straight and into second but could not catch Danylo before he took the checkered flag.

When the gate dropped for moto two Danylo was caught with his rear fender dragging in the dirt as his KX hooked up quicker than expected. Chamberlain shot off into the lead with Hodes hot on his tail. Danylo was up and going and at the mid-moto point caught and passed Fine. Two laps later he put Hodes into the number three slot but that was going to be the best he could do as Chamberlain was turning identical

lap times and took the moto win along with the overall victory.

In Vet Expert racing action Kirt Goldie won both motos going away while George Kohler took second overall honors.

In the Vet Intermediate class Jim Ashcraft took the overall win when moto one winner Greg Green fell in the first turn of moto two and disabled his Honda. Yamaha-mounted Norman Schiel took second while Green still managed third overall.

Results

VET EX: 1. Kirt Goldie (Hon); 2. George Kohler (Hon); 3. Dan Stoner (Yam).
VET INT: 1. Jim Ashcraft (Hon); 2. Norman Schiel (Yam); 3. Greg Green (Hon).
VET NOV: 1. David Procida (Hon); 2. Greg Erickson (Hon); 3. Tom Brown (Hon).
250 PRO: 1. Craig Davis (Yam); 2. Ulf Johansson (Hon).
OPEN INT: 1. Larry Nannenga (Hon).
250 INT: 1. Jon Levey (Yam); 2. John McGinnis (Hon); 3. David Jennings (Hon).
125 INT: 1. Mike Chamberlain (Yam); 2. Randy Danylo (Kaw); 3. Tim Hodes (Hon).
OPEN NOV: 1. Mark Brown (Hon); 2. Chris Mikklos (Hon); 3. John Chambers (Kaw).
250 NOV: 1. James Cartmell (Hon); 2. Mike Conner (Hon); 3. Mark Granberg (Hon).
125 NOV: 1. Brian Beach (Hon); 2. Brad Lisenbe; 3. Jeff Ratzloff (Hon).
250 BEG: 1. Rudy Chavez (Hon); 2. Matthew Kay (Yam); 3. Dan Price (Hon).
125 BEG: 1. Chris Beach (Hon); 2. Shawn Triohey (Yam); 3. Jason McGuire.

Jones lands Columbus MX win

By Susan Willian

COLUMBUS, OH, DEC. 12-13

Yamaha-mounted Mike Jones surpassed all competitors to take the overall wins in both days of racing in the 125 and 250cc Pro classes at the second round of the Action Sports/Coors/Bel-Ray/AMA-sponsored Indoor MX Championship.

The first heat of the 125cc Pros on Saturday saw Marcus Sellards come off the line in the front spot. Sellards went out of control in the whoops for David Hand to take charge. Hand grabbed the heat win followed by Sellards and David Beckington.

Current 125 and 250cc B Amateur National champ, Steve Childress debuted in his first MX since a car accident sidelined him. Still a bit shaky, Childress crashed in the whoops on the white flag lap for a no-finish in the heat.

Heat two of the 125cc Pros saw Brent Blevin the early leader, as he was hounded by Mike Bias. Bias passed Blevins through the whoops to take the heat win. Blevins, however, dropped out after a crash in the whoops.

Andy Michner charged to the front of the pack in heat three but was quickly surpassed by the eventual winner Mike Jones. A battle for third evolved between Michner and Thomas Evans. Only the first three would transfer to the main. The duo bumped in the final turn as Michner landed the third spot.

The first heat of the 250cc Pros saw Hand out front with Jones fourth. Jones swiftly glided by riders to move into second as Hand dropped to fourth and Kenny Kizzar took the lead. Jones hounded Kizzar around the tight technical course taking advantage of the stutter bumps to go by Kizzar for the win followed by Kizzar and Hand working his way back to third.

Bias led from start-to-finish in heat two of the 250cc Pro despite attempts by Cliff Walker to pass. Walker finished second with Kawasaki's Rich Halstead taking third.

Results

SATURDAY
65 (7-11): 1. Greg Rand (Kaw); 2. Patrick McPhearson (Kaw); 3. Brad Ritchie (Kaw).
125 PRO: 1. Mike Jones (Yam); 2. Rich Halstead (Kaw); 3. Jeff Beckington (Hon).
85 (14-15): 1. Chris Carte (Kaw); 2. Richard Nichols (Yam); 3. Brian Post (Kaw).
P/W: 1. Wesley Gilland (Yam); 2. Jeremy Berwanger (Yam); 3. Mark Burkhart (Yam).
125 B: 1. James Eickel (Yam); 2. Mike Hogan (Hon); 3. Michael Cain (Yam).
250 C: 1. James Wilkerkson (Hon); 2. Shawn Vernier; 3. Jeff Wichaud (Hon).
125 C D-1: 1. Troy Raatz (Hon); 2. Steve Wooledge (Hon); 3. Kurt Kadas (Yam).
250 PRO: 1. Mike Jones (Yam): 2. Kenny Kizzar (Yam); 3. David Hand (Hon).
OPEN B: 1. Bill Allen (Hon); 2. Jubal Davis (Hon); 3. Rich Rowland (Hon).
SR: 1. Denny Swartz (Hon); 2. Gary Peak (Yam); 3. Dunbar Abston (Hon).
250 B: 1. James Eickel (Yam); 2. Mike Hogan (Hon); 3. George Molnar (Kaw).
80 (7-11): 1. Uriah Fisk (Yam); 2. Vincent Vernon (Kaw); 3. Jesse Thumser (Suz).
80 (12-13): 1. Joe Woodfork (Kaw); 2. Kenny Sauer (Kaw); 3. Jeff Wooledge (Hon).
125 C D-2: 1. Steve Gilland (Hon); 2. Todd Sizemore (Hon); 3. Tim Cassidy (Kaw).
SUNDAY
65 (7-11): 1. Patrick McPherson (Kaw); 2. Kerie Fleenor (Kaw); 3. John Kidd (Kaw).
125 PRO: 1. Mike Jones (Yam); 2. Mark Weaver (Suz); 3. Rich Halstead (Kaw).
85 (14-15): 1. Chris Carte (Kaw); 2. Brian Post (Kaw); 3. Craig Albright (Kaw).
P/W: 1. Mark Burkhart (Yam); 2. Jeremy Berwanger (Yam); 3. Wesley Gilland (Yam).
125 B: 1. Jeromy Buehl (Kaw); 2. Mike Hogan (Hon); 3. Michael McDonald (Suz).
250 C: 1. James Wilkerson (Hon); 2. Cort Fisher (Kaw); 3. Mike Jenkins (Kaw).
125 C: 1. Steve Gilland (Hon); 2. Troy Raatz (Hon); 3. Todd Sizemore (Hon).
250 PRO: 1. Mike Jones (Yam); 2. Brian Stanley (Yam); 3. Cliff Walker (Kaw).
OPEN B: 1. Tom Ballinger (Hon); 2. Richard Robinson (Hon); 3. Don Passavant (Hon).
SR: 1. Phillip Alderton (Cag); 2. Denny Swartz (Hon); 3. GTeorge Mekjian (Yam).
250 B: 1. Richard Robinson (Hon); 2. Brian Lapp (Kaw); 3. Eric Retting (Suz).
80 (7-11): 1. Greg Rand (Yam); 2. Tommy Pugh (Kaw); 3. John Kim (Kaw).
80 (12-13): 1. Jeffrey Curry (Suz); 2. Lenny Sauer (Kaw); 3. Joe Woodfork (Kaw).

Taylor takes Winter Nationals AX opener

By Bob Applegate

ASHEVILLE, NC, DEC. 11-12

Amateur National number one Robbie Taylor took the 125cc Pro class win ahead of Jim Chester's Kawasaki in the opening round of the N.A.M.E. Winter Nationals.

Saturday night's racing was a mirror image of Friday's with Yamaha-mounted Taylor jumping out in front of Chester.

"The trick to winning here is stay on your feet, ride hard, and don't make mistakes," said a smiling Taylor (who cinched an '88 deal with Yamaha with his win at the Loretta Lynn National).

Chester chased both nights to no avail for two second place trophies and a smaller portion of the cash purse.

"I bumped him to let him know I was there one time, then slid out the next lap. You can't make mistakes here," Chester said.

Local rider Richard Cope led the pack to the flag in the 250cc Amateur class, battling Honda-mounted Tim Wilkenson and aggressive Thadd Slaughter.

In the tank-banging 500cc Amateur class, Brad Mills kept up the steam all weekend. He now leads the series in points in that hotly-contested class.

Chester was able to turn it around on Saturday night in the 250cc Pro class, flying over the start/finish jump with both hands held high, beating out Taylor.

Hammerin' Hank Moree pulled one out of the hat in the Schoolboy class. He and his Kawasaki swept the weekend, winning every moto. •

Results

S/MINI: 1. Lee Walston (Hon); 2. Ronnie Yarbro (Suz); 3. Tilden Styron (Kaw).
P/W: 1. Jimmy Briggs; 2. Timothy Jennings (Kaw).
0-85 7-11 YRS: 1. Jimmy Briggs (Kaw); 2. Chris Carlson (Suz); 3. Bill Cain.
0-85 12-15 YRS: 1. Lee Walston (Hon); 2. David Dickerson; 3. Ronnie Yarbro (Suz).
125 AM: 1. David Reynolds (Suz); 2. Kevin Bowles; 3. Otis Ingham (Yam).
125 NOV: 1. Paul Dalton (Kaw); 2. Steve Burdette; 3. Jeff Muchala (Yam).
125 PRO: 1. Robbie Taylor (Yam); 2. Jim Chester (Kaw); 3. Mark Spriggle (Hon).
250 AM: 1. Richard Cope (Suz); 2. Tim Wilkenson (Hon); 3. Thadd Slaughter (Kaw).
250 NOV: 1. Mitch McCarter (Hon); 2. Mike Edwards; 3. Scott McClapper (Yam).
250 PRO: 1. Jim Chester (Kaw); 2. Robbie Taylor (Yam); 3. Ricky Young (Yam).
500 AM: 1. Brad Mills; 2. Tim Lingerfelt (Kaw); 3. Dean Herrin (Hon).
SCHBY: 1. Hank Moree (Kaw); 2. Chad Powers (Cag); 3. Ronnie Yarbro (Kaw).

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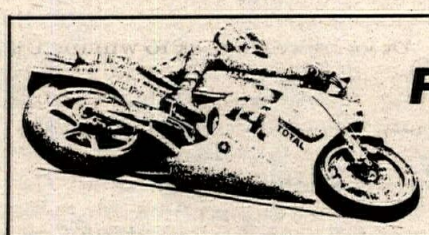

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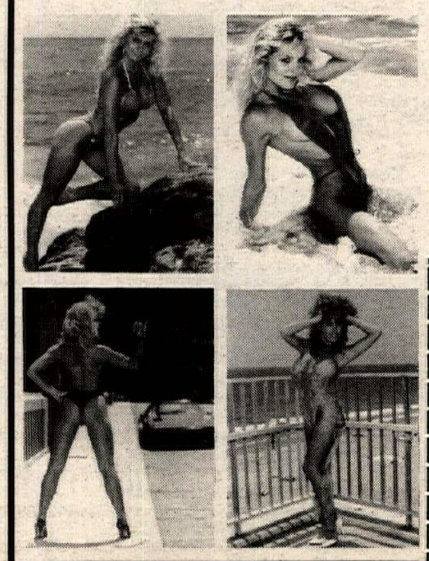

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Wind

(Continued from page 2)

AHRMA until a replacement could be found. "I'll be at Daytona with my vintage bikes, as usual," said Iannucci. "I can't say at this time whether or not we'll have my MV Agustas shipped over from Italy for Daytona, but I hope we can have some of them there."

WERA will host a practice day at Savannah, Georgia's Roebling Road Raceway on Sunday, February 7. In addition to the open practice sessions, a new riders' school, a non-points paying two-hour endurance race and three warm-up sprint races will be conducted.

WERA has created a new Mid-Central Region in which they will sanction races at Alabama's Talladega Gran Prix Raceway, Illinois' St. Louis International Raceway and Tennessee's Memphis Motorsports Park. The first race meet in the new region will be held February 27-28 at Talladega Gran Prix Raceway. It will be a Regional Sprint meet with a new riders' school available. The meet will be a Southeast Region "crossover."

The first race of the WERA National Endurance Road Race Series, a six-hour event, will be held Saturday, March 12, at Talladega Gran Prix Raceway in Alabama. On Sunday, March 13, Mid-Central/Southeast Regional sprint races will be held.

The AFM road race meet originally scheduled for January 23-24 at California's Riverside International Raceway has been rescheduled and will take place January 16-17.

Norm Lee, 73, lost a bout with cancer and passed away on December 2. Lee, who owned and operated Long Beach Triumph in Long Beach, California, was best known as the sponsor of racers such as Ralph White and Sammy Tanner. Lee passed away in Bullhead City, Arizona, where he and his wife had moved several years ago.

Staab Racing of Bakersfield, California, has signed Alex Jorgensen and will back the Camel Pro Series veteran in AMA Grand National Championship Series mile and half mile races. Jorgensen will conduct his own TT, short track and 600cc National Dirt Track Series program. According to Robert Staab, "Staab Racing is currently talking with Bryan Villella to mount a similar program but this will not be completed before January 23 or after the San Francisco 600cc Series races."

STAR (Sport Touring Association Rendezvous) '88, the sixth annual rendezvous of the Honda Sport Touring Association, will be held July 17-21 at Ski Liberty in Fairfield, Pennsylvania. All sport touring enthusiasts are invited, regardless of model or brand of motorcycle they ride. The five-day event will feature area tours, safety and tech seminars, clothing/accessory/sport touring seminars, exhibitors and door prizes in addition to an awards banquet which will be held Wednesday evening, July 20. Both motel and camping accommodations will be available at Ski Liberty, with additional facilities available at Fairfield or nearby Gettysburg. For additional information, contact: HSTA, 112 Bishopgate Rd., Columbia, SC 29212, 803/781-4293.

Southern California off-road racers will have a new place to compete when a 350-acre facility at Butterfield Country, located about five miles east of Temecula, California, opens February 28 with a SRA Grand Prix event. According to Walt Carter, whose firm manages the land for a private owner, the area has been in private use for some time and already has some trails, and a motocross track will be built by February 1. At this time the facility will only host organized events, but there is a possibility for open riding during the week. For more information contact Walt Carter at 714/780-4214.

Final arrangements for the 8th Annual San Diego (California) Supercross, scheduled for February 20 in Jack Murphy Stadium, should be wrapped up in a couple of weeks, according to Supercross Inc., (SXI) spokesperson Jeanne Sleeper. The final contract has not been signed, but a spokesperson for Jack Murphy Stadium reported that SXI has posted a cash performance bond for the event and said the race "will be held. We're just working out the details." The San Diego race will be sanctioned by the AMA.

The California Off-Highway Vehicle Recreation Commission's Grants, Cooperative Agreement and Trails Committee will meet at 7 p.m., January 21, in the Best Western Lake Tahoe Inn, 4110 Highway 50, South Lake Tahoe, California, to discuss OHV use in the Tahoe, Toiyabe, Stanislaus and El Dorado National Forests, and in the Lake Tahoe Basin Management Unit. The entire commission will meet in the Best Western Lake Tahoe Inn at 8:30 a.m., January 22. Agenda items include Bureau of Land Management land tenure adjustment, riding trails in Sycamore Canyon, Statewide Trail Days, insurance requirements for special events in State Vehicular Recreation Areas, and many other measures which could impact OHV use in California.

The final 10-year management plan for the Wayne National Forest in southeastern Ohio boosts off-road vehicle trails from the 150 miles recommended in the draft plan to a final trail total of 250 miles. The OHV section of the plan allows trails on approximately 20 percent of the forest; new trails will be constructed within the next 10 years and be built by user groups. The Forest Service received 1508 comments from the public on the draft plan, which were used to evaluate changes in the plan's ORV section. ORV groups willing to work on the project should contact the Forest Service office in Athens (219 Columbus Road, Athens, OH 45701, 614/592-6644) or in Ironton (710 Park Avenue, Ironton, OH 45638, 614/532-3223).

The California Off-Highway Motor Vehicle Recreation Commission will hold a special meeting February 17 in Sacramento, California, to address the issues of off-highway motorcycle noise, mufflers and spark arresters. At the special meeting, the commission will address three issues. First, the commission will discuss ways to make OHVs quieter, and would welcome comments on the subject from vehicle and aftermarket manufacturers. Second, the panel will address the issue of "closed-course-only" off-road motorcycles being used on public lands without spark arresters, approved mufflers or green stickers (OHV registration certificates). Third, the commission will discuss ways owners may bring their motorcycles into compliance with state law by adding legal equipment, made by original equipment manufacturers or aftermarket companies. Also included in the meeting will be an update on new legislation as it pertains to the continuation of California's OHV program. For more information, phone the commission at 916/445-0305.

Kayo Racing recently announced the restructuring of their endurance road race team for 1988. Kayo, who won the AMA GTU National Championship and finished second overall in the title chase in 1987, will sponsor a team which will combine the efforts of themselves and WERA endurance competitors Genesis Racing. With the two teams forming one team, Kayo will be able to contest both the AMA U.S. Endurance Series and the WERA National Endurance Series concurrently. David Graham, Kayo's racing services coordinator, will work with Ken Welty, Genesis Racing's team manager, in managing the team's efforts. Current sponsors include D.I.D Chain, Yokohama Tires, and G.S. Battery. Kayo's press release did not stipulate what brand of motorcycle the team would be using in 1988.

NAMED: Norihiro Takeuchi to position of corporate president of Bridgestone (U.S.A.), Inc.; Takeuchi had been president of Bridgestone's (U.S.A.) Tire Sales Group; he replaces Kazuo Ishikure who is returning to the parent company, Bridgestone Corporation, to assume a new assignement; Takeuchi will retain the concurrent position as president of the Tire Sales Group.

Kal-Gard has been named the official lubricant of the Cagiva North American MX support program. Cagiva support riders using Kal-Gard lubricants will be eligible for Kal-Gard contingency money. Kal-Gard will also be an associate sponsor of the 1988 Suzuki National Cup Series, sponsor of the Orient Express drag race team, and a contingency sponsor in the GP class of the AMA Pro Twins road race series.

The Pro-Desert Coalition (PDC) has available a 28 minute videotape, called The Desert Lockout — A Question of Freedom, featuring interviews with desert users opposing U.S. Senator Alan Cranston's Desert Protection Act (S7). California State Senator H.L. Richardson, who organized the PDC earlier this year to defeat S7, narrates the video with the help of cowboy legend Roy Rogers. The Motorcycle Industry Council (MIC) co-sponsored the tape and hopes it will play a major role in swaying public opinion regarding Cranston's controversial legislation. Copies of the videotape can be obtained for seven dollars each from the Pro-Desert Coalition, P.O. Box 188380, Sacramento, Ca., 95818-8380, or call 916/445-3688.

Devils Bowl Speedway in Dallas, Texas, will host its 8th Annual Pre-Daytona Season Opener, an AMA sanctioned half mile race, Sunday, February 21. The program will also feature vintage bike races. Plus, promoter Bob Bagwell will host four

additional AMA events in 1988, including a 600cc National Championship in October at the Devils Bowl. For more information, call 817/488-9133.

Former Team Honda motocross mechanic Chris Haines has formed Baja Off Road Tours. Haines, who tuned for 125cc National Champions Ron Lechien and Micky Dymond, says his exclusive guided tours in Baja California, Mexico, include use of a Honda XR250R, lodging, meals and a 4x4 chase vehicle. For more information, contact Baja Off Road Tours, 25108 Marguerite Parkway, Suite B-126, Mission Viejo, Ca., 92692, 714/830-6569.

Answer Products and Silkolene Lubricants have posted $22,500 in contingency funds for the Pro classes of the CMC Golden State Nationals and the Florida Winter AMA MX Series. Riders will be eligible for contingency money by placing first through fourth overall per event, contingent upon their using Answer Alumilite Handlebars and/or Silkolene Performance Lubricants. For more information, contact Ron Anastasia at 805/257-0411.

In case you missed it in last week's newspaper, MotorWeek Illustrated, the Dave Despain-hosted TV show, is now being telecast on ESPN at 12:30 a.m. Eastern time on Thursdays/9:30 p.m. Pacific time on Wednesdays, and an updated version appears on Sunday mornings at 9:00 a.m. Eastern time/6 a.m. Pacific time.

Anaheim

(Continued from page 2)

sion in a March 1984 partnership contract between Goodwin and MTEG. In his ruling, Bankruptcy Judge John E. Ryan noted that a previous judgement on the contract was made in MTEG's favor in 1986 and denied Goodwin's request for an injunction to stop the events.

"Now we can concentrate totally on producing . . . top quality events," Thompson said after the judgement.

"We couldn't unequivocably prove our whole case, but we are confident that we will win (eventually)," said Goodwin. "We won't be able to stop Thompson from running motorcycles in the meantime."

Although the Anaheim race will be held as scheduled, it is still undetermined whether or not it will be sanctioned by the AMA or be part of the 1988 Supercross Series.

Thompson has applied for an AMA sanction, and the AMA would like to sanction the Anaheim race as the opening round of the Supercross Series, but the right to promote AMA-sanctioned supercross races in southern California belongs to SXI by a previous contract (the Insport Agreement), and SXI refuses to surrender that right.

"We still hope to sanction (the Anaheim race)," said AMA Vice President of Professional Competition Bill Amick. "We think the event should be sanctioned, (but the situation has not been resolved). Because there's a lawsuit, there's not a whole lot I can say. I heard the factories will be there. It's probably going to look like an AMA-sanctioned supercross whether we're there or not."

Amick added that the AMA will not sanction any supercross race which conflicts with MTEG's Anaheim event.

When asked if the AMA would sue for the right to grant MTEG a sanction for Anaheim, AMA president Ed Youngblood said, "We have not filed suit against anybody.

"We have explored — and we have made no decision yet — seeking a declaratory judgement," Youngblood said. "We would take the case to the judge and say, 'You tell us, yes or no, can we grant this sanction?' It's not a suit, it's a legal maneuver."

"We have stated that we will explore every possible means to find a solution," Youngblood said. "Without violating the Insport Agreement, we would like to sanction Anaheim."

Because the AMA has expressed interest in sanctioning the race, SXI has filed a lawsuit against the AMA, charging the association with "anticipatory breach of contract." SXI also charges that statements made in an AMA press release issued in December were libelous.

"The Insport agreement prohibits the AMA from sanctioning events without our permission," said Goodwin. "In a news release last December, they said they were looking for a way to sanction Thompson for the Anaheim event.

"And they made statements that due to the bankruptcy of SXI, there might be some question of SXI's ability to perform," Goodwin added. "That's not true, and it's been terribly damaging to us. It's made it difficult to do business with our sponsors. It's part of the AMA conspiracy to put us out of business."

Youngblood declined to comment on Goodwin's lawsuit.

The biggest question among fans — will factory riders be at Anaheim? — apparently was answered immediately following the court decision.

"We're going to have the factory riders," Thompson said. "We do not know, at this point, if we'll have an AMA sanction, but we know we'll have the top riders."

Honda and Yamaha confirmed that their factory supercross teams will compete in Anaheim, while spokesmen for Kawasaki and Suzuki said their supercross teams most likely will race.

Despite a comment from Kawasaki that no final decision has been made, Team Green rider Ward has joined Johnson in producing promotional materials for the race and MTEG officials said both riders have "signed up" for the event, and that, "all the regulars are coming around."

"All of our factory riders will race Anaheim," confirmed Team Honda's Dave Arnold. "There's no conflicting AMA race and it's good exposure."

"We don't really have any reason not to compete," said Team Kawasaki's Roy Turner. "If it's an AMA-sanctioned race we're sure we will compete. We will probably be there — it's a definite maybe. Anaheim is a big event and we hope we can participate in it, but the championship is what we're going to be racing for."

"We're going to go, assuming there are no more changes in the format," said Yamaha's Ken Clark.

"At this time, it looks like we may (race in Anaheim stadium)," said Suzuki spokesman Pat Alexander. "We won't make a final determination until next week."

The Super Crown of Stadium Motocross is part of an MTEG "Motorsports Month" schedule at Anaheim Stadium which includes the opening round of the Mickey Thompson Off-Road Championship Gran Prix Series January 23, and a Thunder Drag Show January 24.

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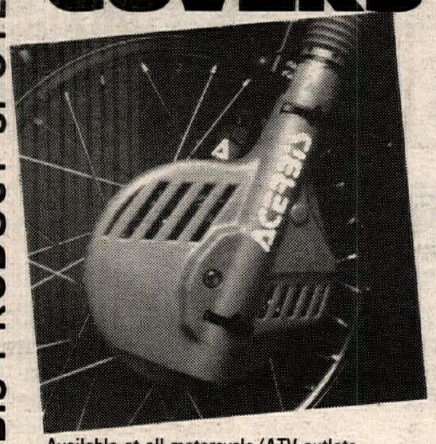

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February Series Schedule

January 31	DADE CITY RACEWAY	Dade City
February 7	CROOM RACEWAY	Brooksville
February 14	OCALA RACEWAY	Ocala
February 21	DIAMONDBACK RACEWAY	Cocoa

CLASSES			
	85cc (7-11)	Seniors	Four Wheel (Quads) A
	85cc (12-15)	Plus 25 & Up	Four Wheel (Quads) B
	125cc B,C	125 Semi Pro	
	250 B,C	250 Semi Pro	
	500 Novice	500 Semi Pro	

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Sign Up: 7:30 AM (At Track)
Practice: 8:30 AM

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CRC CALIFORNIA RACE SCHEDULE

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Sun. Jan. 24 MX LA County Raceway
Sun. Jan. 31 GP LA County Raceway
Sun. Feb. 7 MX Glen Helen

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INFO: (714) 371-6333

CMC Race With The Best
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Jan. 23-24 Carlsbad Raceway GSN Round 4
CA (714) 261-6116

Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/6	Brazil
3/13	Argentina
3/27	Japan
4/10	LAGUNA SECA,CA
4/24	Spain
5/1	Portugal
5/22	Italy
5/29	W. Germany
6/12	Austria
6/25	Holland
7/3	Belgium
7/17	Yugoslavia
7/24	France
8/7	England
8/14	Sweden
8/28	Czechoslovakia

World C'ship 125cc MX Series

4/3	Italy
4/10	Belgium
4/17	Holland
5/1	Austria
5/8	Spain
5/15	Portugal
5/29	Czechoslovakia
6/12	W. Germany
6/26	Ireland
7/3	France
8/14	Finland
8/28	Switzerland

World C'ship 250cc MX Series

4/17	France
4/24	Spain
5/1	Italy
5/15	Czechoslovakia
5/29	England
6/5	Belgium
6/19	W. Germany
6/26	Yugoslavia
7/24	UNADILLA, NY
8/7	Venezuela
8/14	Argentina
8/28	Sweden

World C'ship 500cc MX Series

4/17	Austria
4/24	Switzerland
5/8	Sweden
5/15	Finland
6/5	W. Germany
6/12	Italy
6/26	HOLLISTER, CA
7/10	England
7/17	Holland
7/24	San Marino
8/7	Belgium
8/14	Luxembourg

Motocross des Nations

9/11	France

AMA/ Camel Pro Series

3/6	Daytona Beach, FL RR
5/15	Atlanta, GA RR
5/22	San Jose, CA M
6/4	Louisville, KY HM
6/19	Loudon, NH RR
6/26	Elkhart Lake, WI RR
7/16	Parkersburg, WV HM
7/24	DuQuoin, IL M
7/31	Brainerd, MN RR
8/7	Lexington, OH RR
8/21	Peoria, IL TT
8/28	Sonoma, CA RR
9/4	Springfield, IL M
9/11	Syracuse, NY M
9/24	Gardena, CA HM
10/1	Sacramento, CA M

Schedule subject to change

AMA Nat'l C'ship Dirt Track Series

1/23	San Francisco, CA ST 600
1/24	San Francisco, CA TT 600
3/5	Daytona Beach, FL ST 600
4/10	Woodstock, GA ST 600
4/16	Sacramento, CA M GNC
4/23	Gardena, CA TT 600
4/30	Phoenix, AZ HM 600
5/7	Gardena, CA HM GNC
5/14	Castle Rock, WA TT 600
5/22	* San Jose, CA M GNC
5/28	Springfield, IL ST 600
5/29	Springfield, IL M GNC/600
6/4	* Louisville, KY HM GNC
6/12	Peoria, IL TT 600
6/24	Hinsdale, IL ST 600
6/25	Lima, OH HM GNC/600
7/3	Middletown, NY HM GNC
7/9	Hagerstown, MD HM GNC/600
7/15	Parkersburg, WV HM 600
7/16	* Parkersburg, WV HM GNC
7/24	* DuQuoin, IL M GNC
8/6	Ashland, OH HM 600
8/13	Sturgis, SD ST 600
8/19	Hamburg, NY HM GNC
8/21	* Peoria, IL TT GNC
8/27	Indianapolis, IN M GNC
8/28	Indianapolis, IN M GNC/600
9/3	Springfield, IL ST 600
9/4	* Springfield, IL M GNC
9/11	* Syracuse, NY M GNC
9/18	San Jose, CA M GNC
9/24	* Gardena, CA HM GNC
10/1	* Sacramento, CA M GNC
10/15	Mesquite, TX HM 600

* Indicates Camel Pro Series event
Schedule subject to change

AMA Nat'l C'ship Road Race Series

3/6	Daytona Beach, FL
5/15	Atlanta, GA
6/19	Loudon, NH
6/26	Elkhart Lake, WI
7/10	Monterey, CA
7/31	Brainerd, MN
8/7	Lexington, OH
8/28	Sonoma, CA

Schedule subject to change

AMA Nat'l C'ship Enduro Series

2/21	New Idria, CA
3/13	Maxeys, GA
4/9	Georgetown, CA
4/24	Twain Hart, CA
5/1	Roselawn, IN
5/29	McArthur, OH
7/17	Del Norte, CO
7/24	Blain, PA
8/21	Moorestown, MI
9/25	Greenwich, RI
10/30	Forest Hill, LA
11/6	Morrison, IL

AMA Nat'l C'ship Hare Scrambles Series

2/28	Plant City, FL
3/27	Hurricane Mills, TN
4/10	Cadiz, KY
4/17	Redding, CA
5/8	TBA
5/15	Bruceton Mills, WV
6/12	Bellevue, ID
7/10	Walden, CO
9/18	Lynville, IN
10/2	Nowata, OK
10/9	Millville, MN
10/16	Hookstown, PA

AMA Nat'l C'ship Hare & Hound Series

1/24	Lucerne Valley, CA
2/14	Randsburg, CA
3/20	Searchlite, NV
9/18	Craig, CO
10/9	Reno, NV
10/30	Wickenberg, AZ

AMA Nat'l Reliability Trials Qualifier Series

5/20-22	Rose City, MI
6/4-7	Idaho City, ID

Additional events to be scheduled

SCORE Int'l Off-Road Series

1/29-31	Parker 400 Parker, AZ
4/1-3	Great Mojave 250 Lucerne Valley, CA
6/3-5	Baja Internacional Ensenada, Baja, Mexico
8/19-21	Off Road World C'ship TBA
11/3-6	Baja 1000 Ensenada, Baja, Mexico
12/9-11	San Felipe 250 San Felipe, Baja, Mexico

SETRA C'ship Hare Scrambles Series

1/17	TBA
2/7	Maxey, GA
4/3	Sumter, SC
5/1	Abbeville, SC

SETRA C'ship Enduro Series

1/31	Sumter, SC
2/14	Greenville, SC
2/21	Cochran, GA
2/28	Pelion, SC
3/6	Palatka, FL
3/13	Athens, GA
3/27	Abbeville, SC
4/10	Bristol, VA
4/24	Lawrenceburg, TN
5/8/	Charleston, SC

Texas Arenacross Series

2/12-14	Odessa, TX
2/26-28	Temple, TX
3/4-6	San Antonio, TX

CMC/Dodge Truck Golden State National MX Series

1/16-17	Hollister, CA
1/23-24	Carlsbad, CA
1/30-31	Adelanto, CA
2/7	Marysville, CA
2/14	Porterville, CA
2/21	San Bernardino, CA

AFM North Road Race Series

3/26-27	Sears Point, CA
4/16-17	Sears Point, CA
5/21-22	Sears Point, CA
6/19	Sears Point, CA
7/23-24	Sears Point, CA
8/21	Sears Point, CA
9/11	Sears Point, CA
10/23	Sears Point, CA

WSMA Formula USA C'ship Series

2/6-7	Willow Springs, CA
3/19-20	WillowSprings, CA
4/2-3	Willow Springs, CA
5/14-15	Willow Springs, CA
6/4-5	Willow Springs, CA
9/10-11	Willow Springs, CA
10/1-2	Willow Springs, CA
11/5-6	Willow Springs, CA

Mickey Thompson Off-Road C'ship Grand Prix Series

1/23	Anaheim, CA
2/13	San Diego, CA
* 3/12	Houston, TX
4/9	Seattle, WA
* 4/23	San Jose, CA
5/7	Pasadena, CA
7/23	Los Angeles, CA
10/1	Las Vegas, NV

* Tentative

Golden State Enduro Series

2/21	Coalingia, CA
3/6	Kelso, CA
4/9	Georgetown, CA
4/17	San Luis Obispo, CA
4/24	Sonora, CA
5/1	Lucerne, CA
5/22	Placerville, CA
12/10	Tecate, Baja, CA, Mexico

JANUARY

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FEBRUARY						
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January 15

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON ARENACROSS
• Landspeed Sports Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

January 15-16

NORTH CAROLINA ARENACROSS
NAME/M & M Production. Western NC Agriculture Center, Asheville. Info 919/342-4492.

January 16

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MX/SAND DRAGS
• Orange County Raceway, Orlando. Info 305/568-2271.
IDAHO SHORT TRACK
Indoor. Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
WASHINGTON SHORT TRACK
S & D Promotions. Evergreen Fairgrounds, Monroe. Info 206/337-7393.

January 16-17

CALIFORNIA MOTOCROSS
• CMC/Dodge Truck Golden State Nat'l Series. Round 3. Hollister Hill OHV Park, Hollister. Info 714/261-6116.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. 9th Annual Barking Spider. Plaster City East, Imperial County. Info 619/427-5759.
CALIFORNIA TRIALS
VOTE/SCTA/IGE. Sat. Stone Cup, Sun. IGE Cup. Templin Hwy, Castaic. Info 818/845-8738.
CALIFORNIA ROAD RACE
• AFM North R.R. Series. Riverside Raceway, Riverside. Info 818/963-8676.
FLORIDA MOTOCROSS
• 18th Annual Florida Winter AM Series. Diamondback Park, Cocoa. Info 813/822-8929.

January 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Bull Creek MX Park, Beebe. Info 501/882-3886.
CALIFORNIA MOTOCROSS
• CMC. IMI Raceway, Ridgecrest. Info 619/446-7240 or 805/945-9113.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA MOTOCROSS
• CMC. Traleys MX Park, Arvin. Info 805/835-0241 or 213/931-9180.
FLORIDA MOTOCROSS
Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
FLORIDA MOTOCROSS
FMC Winter Series. Ocala MX, Zuber (Ocala.) Info 904/622-9400 or 867-1340.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404-942-5930.
GEORGIA MOTOCROSS
Hillbilly Hills MX, Roberta. Info 912/836-4234 or 836-4400.
GEORGIA HARE SCRAMBLES
FTR/TTR/Tallahassee Trail Riders. Turner Eubank's Farm, Pelham. Info 904/893-2336.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing. Clear Lake, La Porte. Info 219/324-7180 Sat. eves.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
MICHIGAN ICE RACE
AMA/D-14. Polka Dot MC. Midland County Fairgrounds, Midland. Info 517/835-9355.
NEW YORK ICE RACE
Tri State MC. Crestview Lake, New Windsor (Newburg). Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. 5th Annual Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
• Clark's Branch Cycle Club, Roseburg. Info 503/673-1671 or 672-4179.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA MOTOCROSS
5th Annual AMA Carolina Winter Series. Hell Hole MX, Leesville. Info 803/532-5778.
SOUTH DAKOTA ICE RACE
Lake Brandt, Chester. Info 605/256-3556 or 489-2204.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Mustang Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
WISCONSIN ICE RACE
4 Seasons Resort, Lake Wisconsin, Madison. Info 608/244-2961.

January 22

CALIFORNIA SHORT TRACK
• Budweiser AMA Nat'l Indoor C'ship. Cow Palace, San Francisco. Info 714/675-0132 or 817/433-5587.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON SHORT TRACK
• AMA/Landspeed Sports Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

January 23

CALIFORNIA SHORT TRACK
• Budweiser AMA 600cc Nat'l C'ship. Cow Palace, San Francisco. Info 714/675-0132 or 817/433-5587.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Info 305/568-2271.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MICHIGAN ICE RACE
Flint MC, Flint. Info 313/686-7083.
OHIO SHORT TRACK
• AMA. Triangle MC Indoor ST Series. Marion Fairgrounds Coliseum, Marion. Info 614/383-3887 or 382-6085.
WASHINGTON SHORT TRACK
S & D Promotions. Evergreen Fairgrounds, Monroe. Info 206/337-7393.

January 23-24

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
FLORIDA MOTOCROSS
• 18th Annual Florida Winter AM Series. Croom Raceway, Brooksville. Infop 813/822-8929.

January 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA TT
• Budweiser AMA 600cc Nat'l TT C'ship. Cow Palace, San Francisco. Info 714/675-0132 or 817/433-5587.
CALIFORNIA HARE & HOUND
• AMA/Desert MC. Nat'l. Lucerne Valley. Info 213/693-5378.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA HARE SCRAMBLES
9th Annual Indian Gulch HS. AMA/D-36/F-Troop. Coulterville. Info 209/334-0946 or 916/689-5478.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• SMX. Glen Helen ORVP, San Bernardino. Info 714/582-3482.
CALIFORNIA ENDURO
SDEA/ D-38. Jailhouse Family Enduro. Ancient Dry Lake Bed. Info 619/571-0155 or 277-2743.
CALIFORNIA MX & MARATHON
• GP MX. Santa Cruz County Fairgrounds, Watsonville. Info 408/724-5671.
FLORIDA MX/SHORT TRACK
Boss Hog Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
FMC Winter Series. South Georgia MX, Valdosta. Info 912/559-6080 or 242-9751.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing. Clear Lake, La Porte. Info 219/324-7180 Sat. eves.
KENTUCKY HARE SCRAMBLES
AMA. Lakeland MX Track, Trigg Co. Rec. Complex, Cadiz. Info 502/522-6389.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
NEW YORK ICE RACE
Electric City Riders MC. Saratoga Lake, Saratoga/ or Warners Lake, E. Berne. Info 518/374-3116 or 374-7979.
NORTH CAROLINA SUPERCROSS
NAME/M & M Productions. East Carolina Raceway, Greenville. Info 919/342--4492.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA CROSS COUNTRY
Beechnut Park, Mt. Airy. Info 919/786-5343 or 320-2220.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA MOTOCROSS
AMA. Sandhill MX, Chesterfield. Info 803/623-2036.
SOUTH DAKOTA ICE RACE
Lake Brandt, Chester. Info 605/256-3556 or 489-2204.
TENNESSEE SHORT TRACK
• Action Motorsports Promotions. Municipal Auditorium, Nashville. Info 513/492-9705.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
TEXAS MOTOCROSS
South Forty MX Track, Crane. Info 915/558-3989.
WASHINGTON ARENACROSS
• CMC. Evergreen Fairgrounds, Monroe. Info 206/788-1437 or 631-5899.
WISCONSIN ICE RACE
4 Seasons Resort, Lake Wisconsin, Madison. Info 608/244-2961.

January 29

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON ARENACROSS
• Landspeed Sports, Inc. Clark County Fairgrouunds, Ridgefield. Info 503/661-6813.

January 29-31

ARIZONA DESERT RACE
• SCORE Parker 400. Parker. Info 818/889-9215.

January 30

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.
WASHINGTON SHORT TRACK
• N.W. Nat'l. S & D Promotions. Evergreen Fairgrounds, Monroe. Info 206/337-7393.

January 30-31

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Sunrise Valley Cycle Park, Adelanto. Info 714/261-6116.
CANADA ICE RACE
• CMA. Optimiste Club. St. Narcisse, Ontario. Info 418/328-3788.
WISCONSIN ICE RACE
• AMA/D-16/Kenosha MC. Wilson Park Lagoon, Milwaukee. Info 414/662-2075.

January 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

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500 4 Stroke
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Studded:
250
500
501+
Rubber:
250
500
501+

Studded ATV Classes
0-65, 3 & 4 whl mod 8-11
225 2 stroke 3 whl
225 4 stroke 3 whl
250 2 stroke 3 whl
251 Open 3 whl
250 Quad 4 stroke
250 Quad 2 stroke
Quad Open 2 stroke
Quad Open 4 Stroke
Powder Puff
Senior 35+

ATV Rubber classes:
7 & Under
8-11
225 3 whl
226 + Open 3 whl
0-80cc stock
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250 Quad 4 Stroke
250 Quad 2 Stroke
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Saturday, February 20th
Sunday, February 21st
Toledo Sports Arena, Toledo, Ohio

Saturday, March 5th
Sunday, March 6th
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SRA California Schedule
Jan. 31 Glen Helen
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ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA ENDURO
Coyote Derby. Chaparrals MC. Best of the West Series. Red Mountain. Info 714/528-3007.
CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Traleys MX Park, Arvin. Info 805/835-0241 or 213/931-9180.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA GRAND PRIX
• SRA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
FLORIDA MOTOCROSS
FMC Winter Series Hyman Myers Speedway Park, Tallahassee. Info904/656-2915.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing. Clear Lake, La Porte. Info 219/324-7180 Sat. eves.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
NEW YORK ICE RACE
Square Deal Riders. Cheango Outdoor Equipment, Norwich. Info 607/723-2387 or 693-1975.
NEW YORK ICE RACE
Tri State MC. Crestview Lake, New Windsor (Newburg). Info 914/427-2248.
NEW YORK ICE RACE
Square Deal Riders MC. Chenango Outdoor Equipment, Norwich. Info 607/655-2382.
OHIO HARE SCRAMBLES
AMA/D-11/ERA. Ray Noltemeyer's Farm, Columbus. Info 614/875-5343.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
WISCONSIN ICE RACE
Green Lake. Info 608/244-2961.

February 5

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON MOTOCROSS
• Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

February 6

CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.

February 6-7

CALIFORNIA DESERT RACE
• AMA/D-38/Fudpucker Racing Team. 5th Team Threat Team 200. Imperial County, 15 mi W. of El Centro. Info 619/427-5759.
CALIFORNIA GRAND PRIX
D-37.. Best of the West Series. Desert Vipers. Adelanto. Info 818/707-3459.
CALIFORNIA SAND DRAGS
• USA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN ICE RACE
• AMA/D-16/Kenosha MC. Brown Deer Park Lagoon, Milwaukee. Info 414/662-2075.

February 7

ALABAMA HARE SCRAMBLES
Mid South Winter Series. Grant. Info 615/890-3003 or 205/728-2440.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Marysville E Street Track, Marysville. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Independent Motorsport Inc., Ridgecrest. Info 619/446-7240 or 805/945-9113.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Los Altos Dirt Bikers. Metcalf Park, San Jose. Info 415/583-3519.
CANADA ICE RACE
• CMA. Aylmer, Ontario. Info 613/833-2439.
FLORIDA MOTOCROSS
FMC Winter Series. Callahan MX, Callahan. Info 904/757-3820.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, W. Palm Beach. Info 305/793-3394 or 622-1400.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing. Clear Lake, La Porte. Info 219/324-7180 Sat. eves.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
MICHIGAN ICE RACE
AMA/D-14/Polka Dot MC. Gladwin Ice Carnival Clubgrounds, Gladwin. Info 517/835-9355.
NEW YORK MUD & SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, E. Vernon. Info 518/374-3116.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. 5th Annual Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA SUPERCROSS
NAME/M & M Productions. E. Carolina Raceway, Greenville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
Beechnut Park, Mt. Airy. Info 919/786-5343 or 320-2220.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
TEXAS MOTOCROSS
• Mustang Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
WISCONSIN ICE RACE
4 Seasons Resort, Lake Wisconsin, Madison. Info 608/244-2961.

February 12

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON ARENACROSS
• Landspeed Sports Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

February 12-14

TEXAS ARENACROSS
• Mike Kidd Promotions. Texas Arenacross Series. Odessa. Info 817/627-7483 or 433-5587.

February 13

ALABAMA MOTOCROSS
Penton MX, Penton. Info 205/864-9448 or 864-9641.
CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602.

February 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l. Series. Spinners Airport Raceway, Porterville. Info 714/261-6116.
CALIFORNIA GRAND PRIX
DCR. Perris Raceway, Perris. Info 714/371-6333.
CANADA ICE RACE
• CMA. Parc Pie XII, Trois Rivieres, Quebec. Info 819/379-1931.
FLORIDA MOTOCROSS
FMC Winter Series. MX of Marion County, Ocala. Info 904/591-2377.
FLORIDA MX/SHORT TRACK
Boss Hog Speedway, Youngstown. Info 904/722-9680 or 769-0542.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing Club. Clear Lake, La Porte. Info 219/324-7180 Sat. eve.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
NEW YORK ICE RACE
Tri State MC. Crestview Lake, New Windsor (Newburg). Info 914/427-2248.
NEW YORK ICE RACE
Square Deal Riders. Cheango Outdoor Equipment, Norwich. Info 607/723-2387 or 693-1975.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, E. Vernon. Info 518/374-3116.
NEW YORK ICE RACE
Square Deal Riders. Chenango Outdoor Equipment, Norwich. Info 607/655-2382.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/756-8601 or 614/389-5268.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
SOUTH CAROLINA MOTOCROSS
N.A.M.E./M & M Production. Spot Mill Park, Society Hill. Info 919/342-4492.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/321-9861.
WISCONSIN ICE RACE
Greenlake. Info 608/244-2961.

February 19

OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON SHORT TRACK
• AMA. Landspeed Sports, Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

February 19-20

HAWAII SPEEDWAY
• Int'l Speedway. Aloha Stadium, Honolulu. Info 714/492-9933.

February 19-21

MEXICO DESERT RACE
• 2nd Annual Gran Carrera Internacional. On-Dirt magazine/Baja Promotions. San Felipe, Baja, Calif. Info 818/992-6355 or 340-5750.

February 20

CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MX/SAND DRAGS
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
OHIO SHORT TRACK
• AMA. Triangle MC. Indoor S.T. Series. Marion Fairgrounds Coliseum, Marion. Info 614/383-3887 or 382-6085.

February 20-21

CALIFORNIA DESERT RACE
• AMA/D-38/Fudpucker Racing Team. 8th Annual 150 Mile King of the Desert. Ancient Dry Lake Bed, Imperial County. Info 619/427-5759.

February 21

ALABAMA HALF MILE
• AMRA-Pros. Phenix City. Info 813/938-4573.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Glen Helen Park, San Bernardino. Info 714/261-6116.
CALIFORNIA ENDURO
AMA/D-36/Salinas Ramblers MC. Quicksilver Nat'l Enduro. Clear Creek Management area, between King City & Colinga. Info 408/422-3232 or 424-2206.
CALIFORNIA MOTOCROSS
• CMC. Independent Motorsports, Pearsonville. Info 619/446-7240 or 805/945-9113.
CALIFORNIA TRIALS
AMA/ATA/Plonkers Trials Club Observed trials. Lucerne Vally. Info 818/964-1191 days.
CALIFORNIA STADIUM MX
CRC. Jack Murphy Stadium, San Diego. Info 805/272-8889.
FLORIDA MOTOCROSS
FMC Winter Series. Ocala MX, Zuber. Info 904/622-9400 or 867-1340.
FLORIDA HARE SCRAMBLE
FTR/Central FL Trail Riders. Cassia. Info 305/298-9469.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.

ILLINOIS ICE RACE
Ottawa Ice Racers. Marseilles. Info 815/433-3554.
INDIANA ICE RACE
• J & M Racing. Clear Lake, La Porte. Info 219/324-7180 Sat. eve.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
NEW YORK ICE RACE
Tri State MC. Crestview Lake, New Windsor, (Newburg). Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
• 5th Annual Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA MOTOCROSS
5th Annual AMA Carolina Winter Series. Hell Hole Creek MX,, Leesville. Info 803/532-5778.
TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Natchez Trace State Park exit, Lexington. Info 901/948-1516 or 615/890-3003.
TENNESSEE HARE SCRAMBLES
Volunteer Riders Inc. Sevierville. Info 615/453-9247.
TEXAS HALF MILE
AMA. Devils Bowl Speedway, Dallas. Info 817/488-9133.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• AMA. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
• Mustang Track, Alvin. Info 713/488-8563.
TEXAS ENDURO
TSCEC/HPEC Enduro. Permion Basin MC Assn. Crane. Info 915/683-0013.
WISCONSIN ICE RACE
Lake Wisconsin, Madison. Info 608/244-2961.

February 23

FLORIDA DIRT TRACK
• AMRA—Pros. Lake City. Info 813/938-4573.

February 24

FLORIDA SHORT TRACK
• AMRA-Pros. Palatka/Stasuma. Info 813/938-4573.

February 25

FLORIDA DIRT TRACK
• AMRA-Pros. Ocala. Info 813/938-4573.

February 26

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

February 26-27

NORTH CAROLINA ARENACROSS
NAME/M & M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.
TEXAS ARENACROSS
• TX Arenacross Series. Mike Kidd Promotions. San Antonio. Info 817/433-5587.

February 26-28

FLORIDA HALF MILE
• AMA. Volusia Speedway, Barberville. Info 904/253-6711.
FLORIDA HALF MILE
• AMRA-Pros. Florida State Fairgrounds, Tampa. Info 813/938-4573.

February 27

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA OT MOTOCROSS
Off-Road Am OT Nat'l MX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Infoo 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.

February 27-28

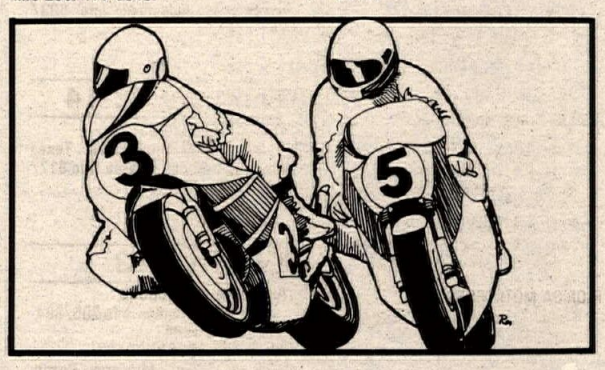
CALIFORNIA MOTOCROSS
Old Timers MX/OTHG only. Glen Helen Raceway, San Bernardino. Info 818/882-5935.
FLORIDA ROAD RACE
AMA/CCS. Daytona International Speedway, Daytona Beach. Info 704/684-4297.

February 28

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA OT MOTOCROSS
• Off-Road Pro OT Nat'l. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
FLORIDA MOTOCROSS
• AMA Nat'l C'ship Series. Gatorback Raceway, Gainesville. Info 813/822-8929.
FLORIDA HARE SCRAMBLES
AMA Nat'l C'ship. Florida Suncoast Trail Blazers. Rocking V Ranch, Plant City. Info 813/932-9706 or 238-8485.
FLORIDA MX/SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
FMC Winter Series. South GA MX, Valdosta. Info 912/559-6080 or 242-9751.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
INDIANA MX/ICE RACE
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA ICE RACE
• J & M Racing Club. Clear Lake, La Porte. Info 219/324-7180 Sat. eve.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
PENNSYLVANIA SUPERCROSS
• Trail-Way Speedway SX C'ship, Hanover. Info 717/359-4310.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274.

February 29

FLORIDA ROAD RACE
AHRMA Vintage Bike Series, Daytona Int'l Speedway, Daytona. Info 904/253-6711.
FLORIDA MOTOCROSS
AMA/AHRMA. Daytona Int'l Speedway, Daytona. Info 813/822-8929.



FREE CALENDAR LISTING

Calendar listings are a free service for Cycle News Readers and race promoters. All information is the responsiblity of the promoter. Calendar listings cannot be accepted over the phone; we must have complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to comfirm details before traveling to event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

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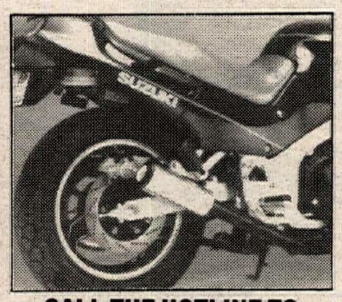

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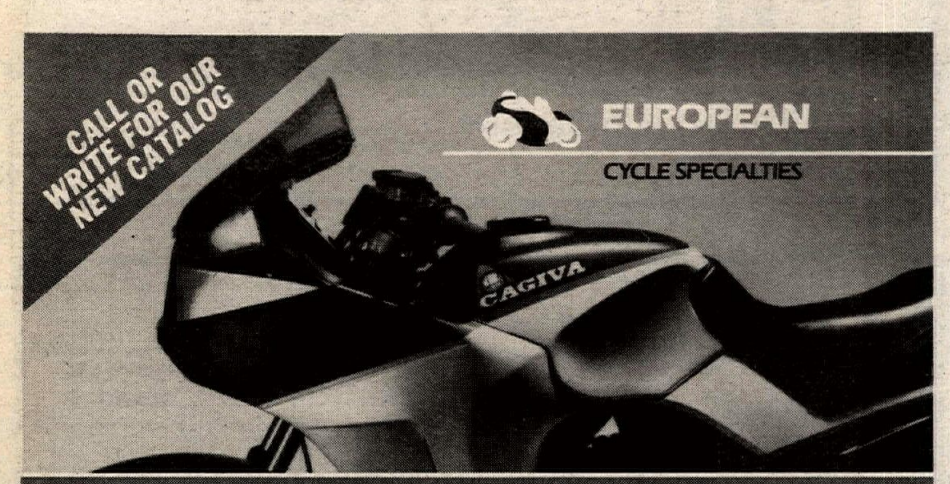

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Tyson Vohland (45) leads Breker late in the second 500cc Pro moto before being passed a few turns from the finish.

Sandhill

(Continued from page 10)

by Ryan a short time later to take command of the race.

Once out front Schmit pulled away, leaving Ryan and Lewis to fight for second. That fight soon included Kiedrowski as he moved in on the action. Lewis fell with just over a lap remaining, and on the final circuit Kiedrowski moved in and gave Ryan something to worry about near the end.

When the checkers fell it was Schmit taking the win while Ryan prevailed for second. Brooks took fourth ahead of Matiasevich and Smith.

Once again Ryan shot into the lead at the start of the second moto with Matiasevich close behind. Near the end of the lap Matiasevich had dropped to fifth as Brooks moved into second followed by Denny Stephenson and Winn.

Brooks came up to hound Ryan and the two pulled away from the freight train of Winn, Stephenson, Matiasevich, Schmit, Kiedrowski, Chris Young, Ty Davis and Smith. During the third lap, Brooks took the lead and Winn broke away from the train to start moving in on Ryan. Kiedrowski moved up to fifth, and at mid-moto passed Matiasevich for fourth.

Ryan charged back into first on the fifth lap. Brooks stayed with him as the two battled side-by-side until Brooks started dropping back. Winn was right there and assumed second, while Kiedrowski was moving in on Brooks from fourth.

With two laps to go and darkness falling over the course Ryan, Winn and Kiedrowski were all very close. Winn went down and lost a position to Brooks while Kiedrowski pulled up on Ryan as they took the white flag.

Kiedrowski hounded Ryan over the final go-around but couldn't find a way by and had to settle for second at the line.

Back in third it was a race to the wire between Brooks, Winn, Schmit and Matiasevich; they finished in the same order.

"Larry and I were having a pretty good race and I think he got a little smarter than me and backed off because it was getting dark," said Ryan. "I don't think he got tired; he just used his head. I started slowing down a lot, too, because it was getting dark; Kiedrowski was riding good, but I was riding just to stay ahead of him; I think he was staying back too because he moved up pretty fast and just stayed there."

"It was real close at the end," said Kiedrowski. "If there was another lap, maybe I could have caught him."

Butch Smith took the Mini Expert win with a pair of seconds due to the inconsistency of his rivals. In the first moto Smith started out third behind Tommy Clowers and Heath Kirkland. Smith moved up into the lead, but fell back to second at the finish behind Clowers.

In moto two Buddy Antunez led from start to finish, but a fourth-place finish in the first moto, after getting away dead last, left him second overall. Clowers could only manage a fifth in the moto and finished fourth overall behind Joel Albrecht, who scored a pair of thirds.

Results

500 PRO: 1. Goat Breker (Hon); 2. Tommy Watts (Kaw); 3. Kelly Andris (Yam); 4. Eric McKenna (Hon); 5. Tim McClintock (Hon); 6. Mervyn Anstie (KTM); 7. Dave Newell (Kaw); 8. Dan Berg (Kaw); 9. Billy Frank (Yam); 10. Grayson Hart (Hon); 11. Doug O'Donnell (Hon); 12. Robert Hanraha (Kaw); 13. Tyson Vohland (Kaw); 14. Brett Cahors (Kaw); 15. Jacky Vimond (Yam); 16. Jerome Heiberger (KTM); 17. Craig Davis (Yam); 18. Tim Winslow (Yam); 19. Clayton Blood (Kaw); 20. Joey Tuttobene (Hon).

250 PRO: 1. Rick Johnson (Hon); 2. Ron Lechien (Kaw); 3. Jeff Leisk (Hon); 4. Mike Fisher (Kaw); 5. Rodney Smith (Suz); 6. Mike Kiedrowski (Kaw); 7. Mike Healey (Cag); 8. George Holland (Hon); 9. Frankie Brundage (Kaw); 10. Pete Hart (KTM); 11. Paul Jones (Yam); 12. Ray Sommo (Hon); 13. Kervella Yannig (Hon); 14. Willie Surratt (Suz); 15. Jeff Ward (Kaw); 16. Lyndon Heffernan (Yam); 17. Corey Cope (Kaw); 18. David Serge (Hon); 19. Billy Frank (Yam); 20. Steve Friesen (Hon).

125 PRO; 1. Rick Ryan (Hon); 2. Mike Kiedrowski (Kaw); 3. Donny Schmit (Suz); 4. Larry Brooks (Kaw); 5. Paul Winn (Suz); 6. Jeff Matiasevich (Kaw); 7. Lowell Thomson (Kaw); 8. Mike Healey (Cag); 9. Larry Ward (Yam); 10. Ty Davis (Suz); 11. Michael Craig (Yam); 12. Kyle Lewis (Hon); 13. Denny Stephenson (Kaw); 14. Steve Lamson (Yam); 15. Rodney Smith (Suz); 16. Ryan Hunt (Hon); 17. Allan Dyck (Hon); 18. Mike Pascarella (Kaw); 19. Danell Martens (Hon); 20. Stacey Cook (Hon).

MINI EX; 1. Butch Smith (Suz); 2. Buddy Antunez (Suz); 3. Joel Albrecht (Kaw); 4. Tommy Clowers (Kaw); 5. Dana Wiggins (Suz); 6. Brian Roth (Kaw); 7. Brian Walters (Hon); 8. Pete Piantanida (Hon) 9. Derek Natvig (Suz); 10. Sean Thornton (Kaw).

VET PRO: 1. Mike Preston (Kaw); 2. Ron Turner (Yam); 3. Larry Roeseler (Kaw); 4. Bill Jamerson (Hon); 5. Dave White (Hon); 6. Ken Zahrt (Hon); 7. Mark Brooks (Hon); 8. Dean Perry (Hon); 9. Randy Denton (Yam); Paul Huebert (Hon).

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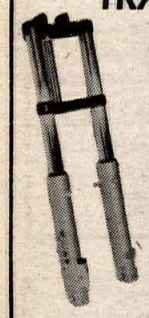

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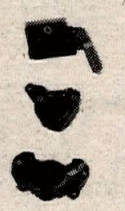

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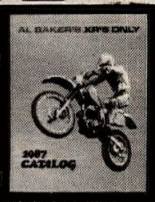

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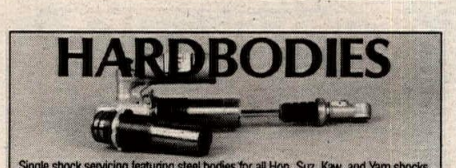

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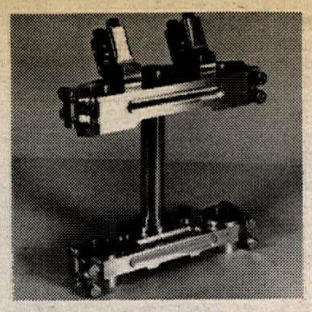

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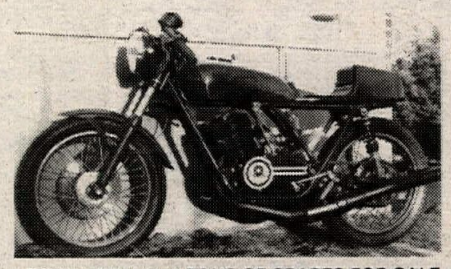

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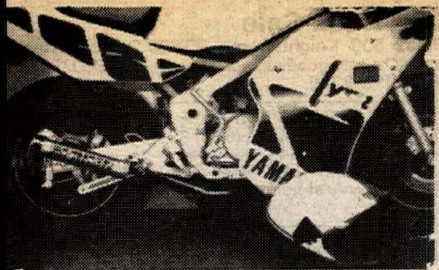

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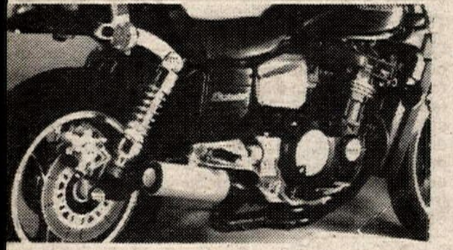

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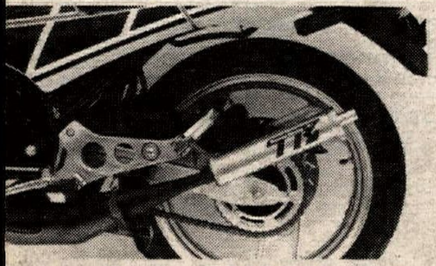

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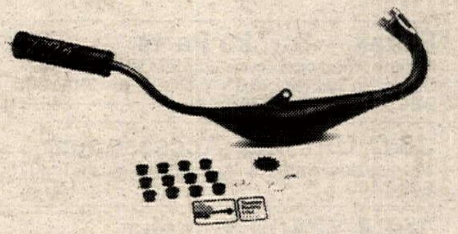

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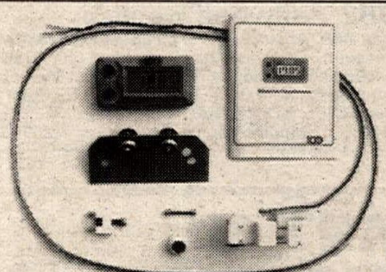

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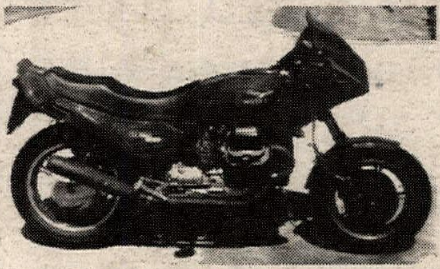

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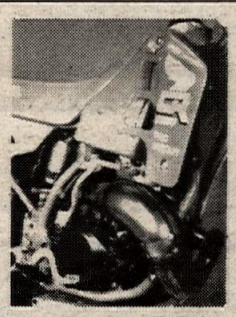

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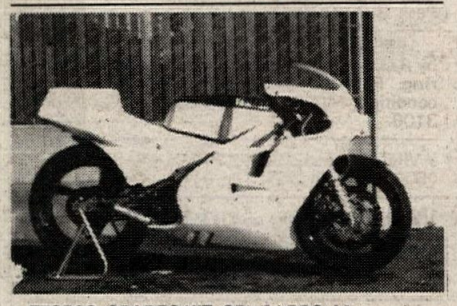

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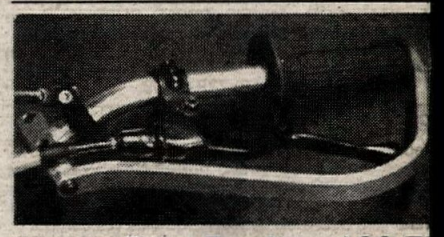

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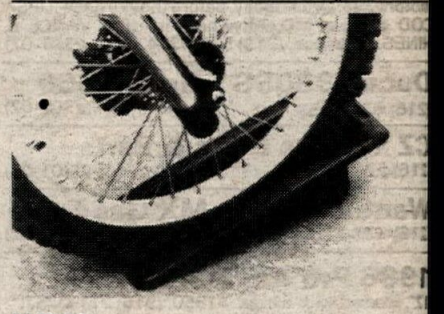

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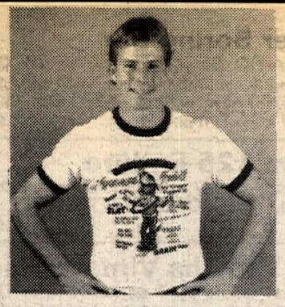

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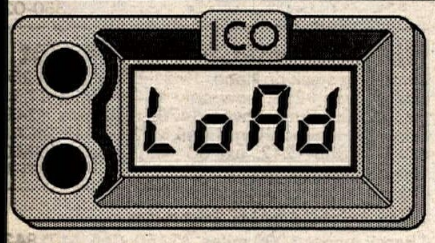

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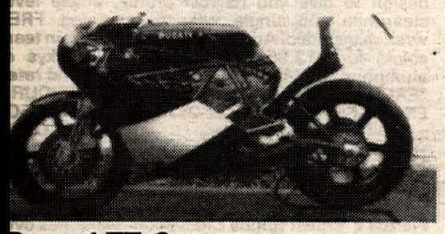

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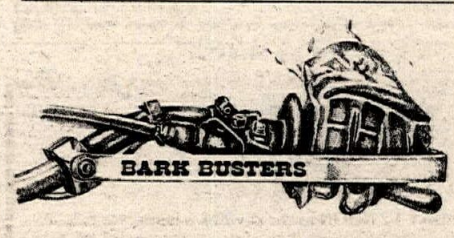

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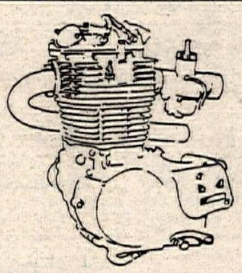

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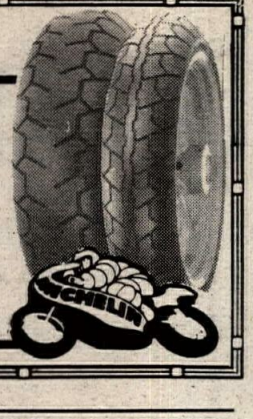

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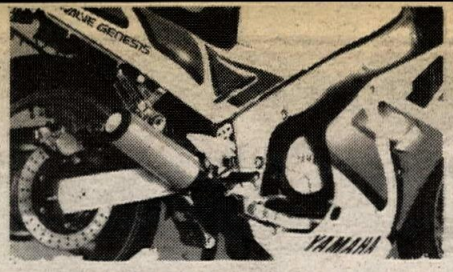

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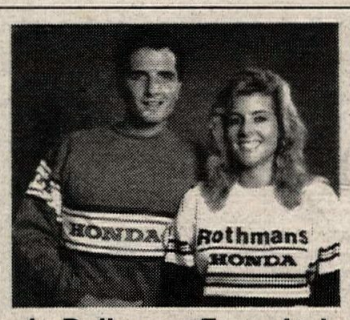

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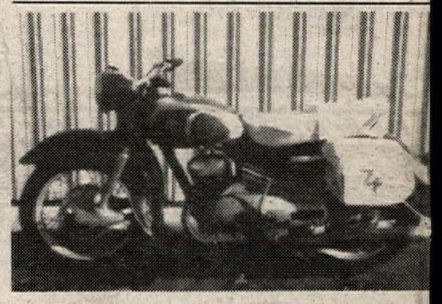

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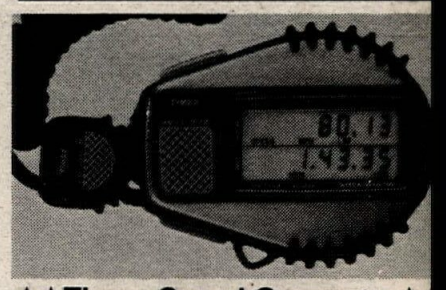

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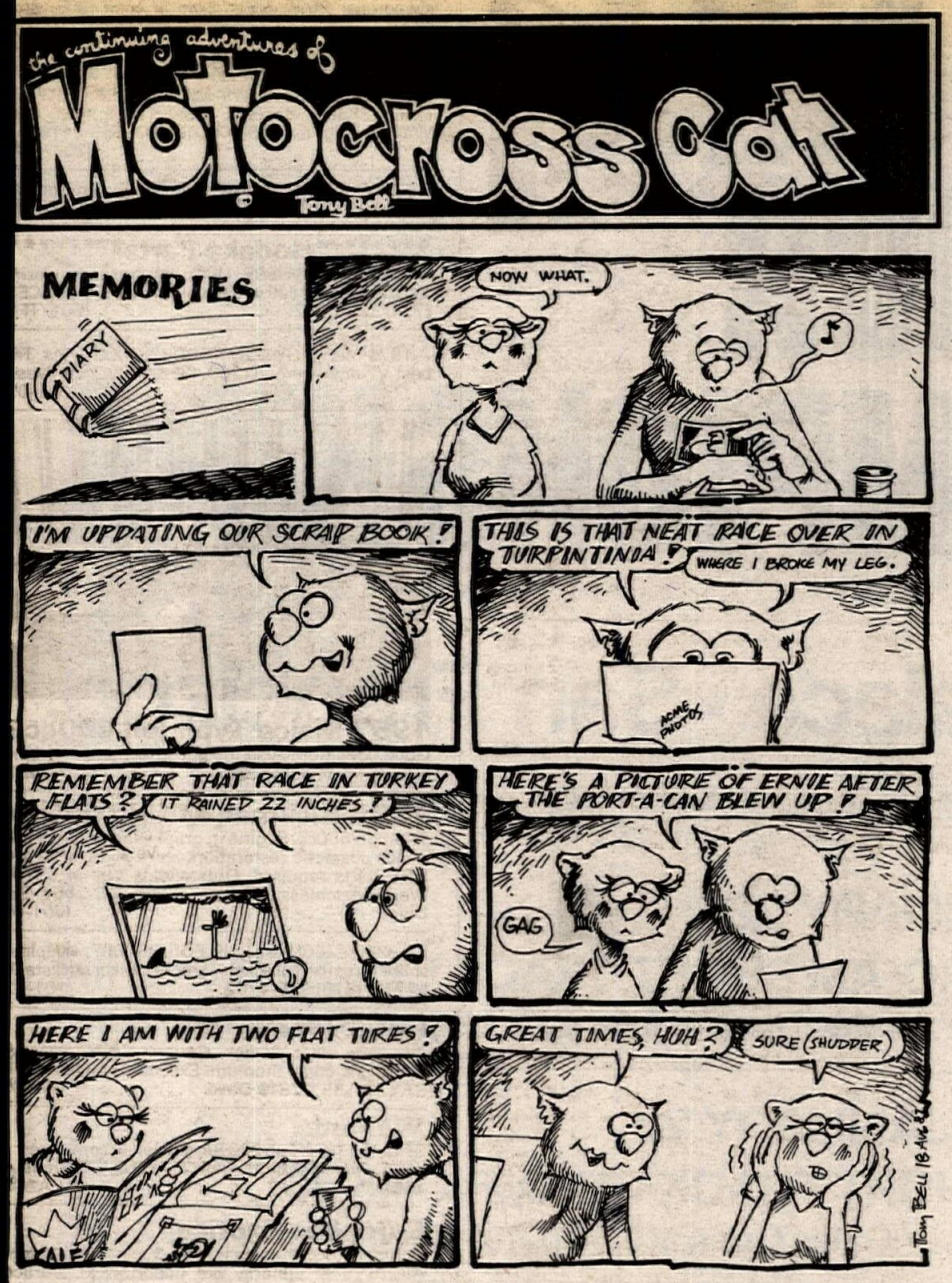

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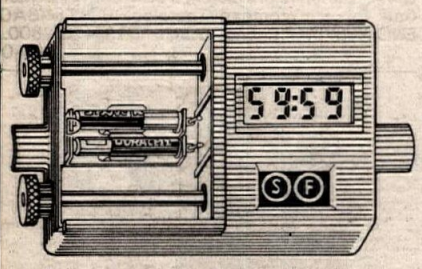

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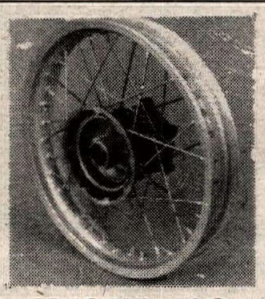

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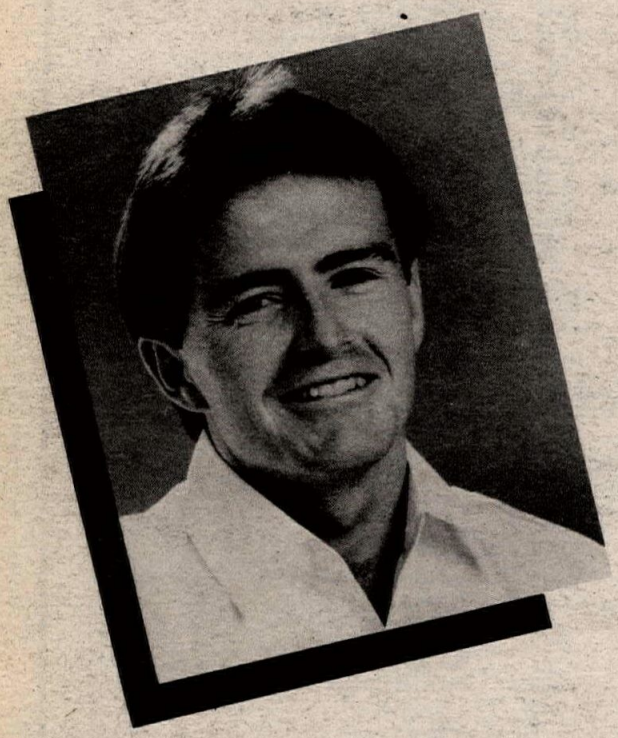

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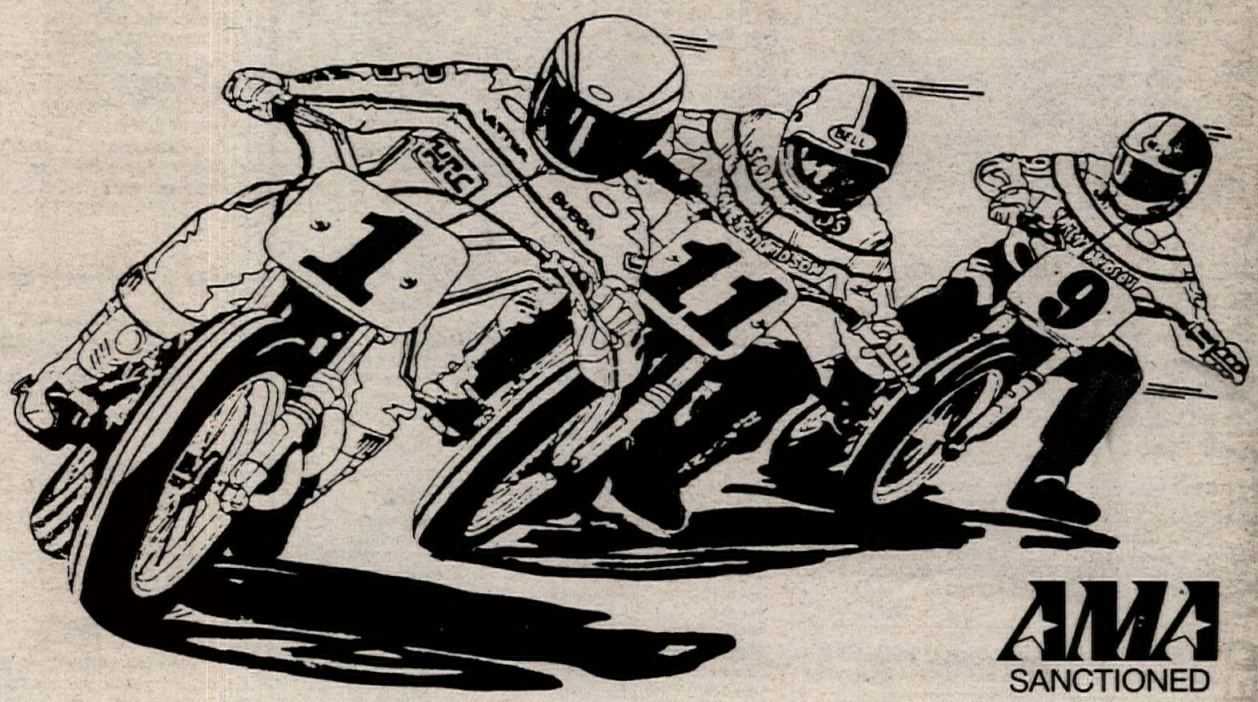

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